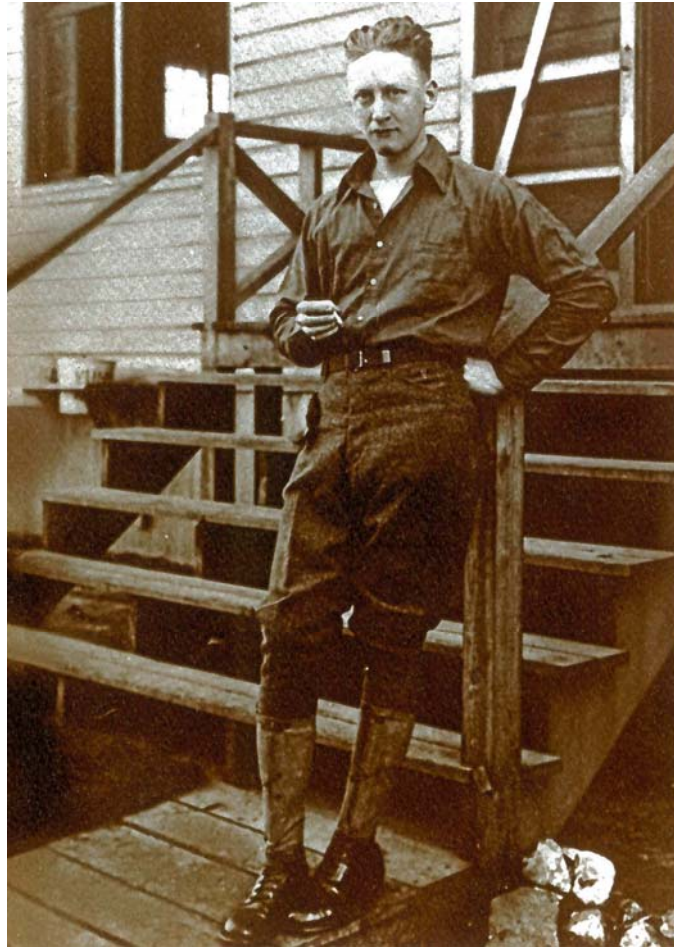


The Life and Times of My Grandfather:

Gordon John Doyle, aka “Jack”



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La Crosse, Wisconsin

While attending a ritual “Friday Lunch Group”, the discussion centered on the colorful life of my Grandpa Doyle. After describing some of my Grandpa’s life experiences, the overwhelming encouragement was to write down the details, as my memory allows, before these anecdotes are lost to history. Another impetus for this project was celebrating my mother’s 90th birthday. She is the youngest daughter of my Grandpa and Grandma Doyle and the last surviving member of her generation. Capturing her memories now was the best approach to telling the best possible account of Grandpa Doyle’s life experiences.

We started talking about my Grandpa at the Friday Lunch Group because one of the participants, Jim Terman, was kind enough to create a high quality electronic scan of an old photograph of Grandpa, featured on the cover. The sepia tone picture is 100 years old. My Grandpa is wearing his World War I Army uniform. The framed picture came into my possession at the time of my Grandma Doyle’s death on October 24, 1984. This is a cherished family heirloom and I wanted to share it with my sisters and Doyle cousins. Grandpa stands in a jaunty pose, wearing Jodhpur pants and highly polished leather boots and spats, sporting less than half of a smile, holding a cigarette. The air of confidence in his expression is particularly interesting. Grandpa served in the U.S. Army as a 23-year-old Sergeant in the Motor Transport Corps Mechanical Repair Unit with Signal Corps responsibilities. His mission included training infantry to drive Harley Davidson motorcycles. A copy of his military service record is in **Appendix A**. Looking at this picture, you get the feeling that this person knew what he was doing.

Gordon John Doyle was born on June 20, 1896 in Portage, Wisconsin. He was the first of four boys. Eugene, Francis and Howard were Grandpa’s younger brothers. The father of these boys was John Henry Doyle, born in Doylestown, Wisconsin on September 22, 1868. John’s wife was Margaret Moroney, born on January 27, 1873 in Troy, New York. John and Margaret were married on June 8, 1893 in Milwaukee, Wisconsin.

Grandpa’s father, John Henry Doyle, was appointed on June 1, 1898 as a firefighter in Milwaukee. Grandpa helped his father when it came time for John Henry Doyle to take the civil servant examination to become fire department lieutenant in 1903. John Henry Doyle was functionally illiterate and would have been unable to take the examination without help. A small white lie was offered to the examination proctor to explain that John had to bring his almost seven-year-old son with him for the examination because his son was too sick to stay at home. Grandpa sat with his father and helped him take the test. John Henry Doyle passed the test and his career

as a fire fighter advanced. John Henry Doyle was eventually promoted to Captain and was responsible for the command of the Milwaukee Fire Department's fireboat plying the waters of the Milwaukee River.



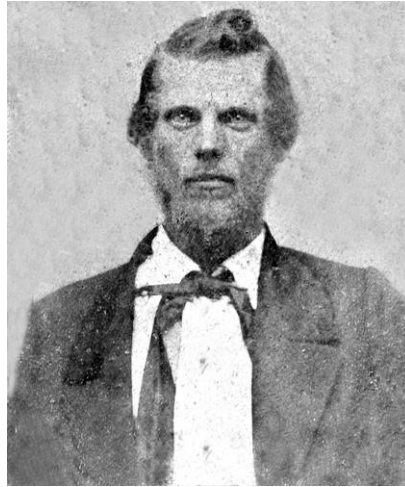
John Henry Doyle, wearing Milwaukee Fire Department uniform. This probably an induction photograph from 1998

John Henry Doyle died in the line of duty on October 26, 1913. The letter to Grandpa (see **Appendix B**) from the Police and Fire Commission on May 3, 1957, describes the details of his father's career and the explosion responsible for John Henry Doyle's death, the deaths of 6 others and injuries requiring hospitalization of 20 fire fighters. A bronze statue commemorating this tragic event, listing the names of those that died, stands today in Milwaukee on the corner of West Wells Street and North James Lovell Street across from the Milwaukee Public Museum.

Over the years, my mother shared many memories of her childhood visits to Doylestown and stories of Grandpa talking about Doylestown. Grandpa's great uncle, Lemuel Hastings Doyle, founded Doylestown, Wisconsin on August 26, 1865. John Henry Doyle's Grandfather, Joseph Doyle, moved to Doylestown to join his half-brother Lemuel.

Joseph Doyle's son, Vincent Starr Doyle, known as "Vine", was my Grandpa's Grandfather. Grandpa spent many summers in his youth visiting Doylestown and was very fond of his Grandpa Vine. Details about life in Doylestown, Wisconsin, and Vine are described in letters to my Aunt June written by her uncle, Francis Doyle. These letters are in **Appendix C**. Vine Doyle was a large animal veterinarian with a career in this rural area devoted to tending to the health of horses, cattle and other farm animals. Veterinarian services were very important to this area of rural Wisconsin. Horses, in particular, were critical to transportation and agricultural

operations during this time of Vine's career. People spent money on farm animals to keep them healthy and functioning, ensuring success in this rural lifestyle. Vine was often asked by desperate parents to treat human subjects, especially children, on farms he visited in the area. Vine was the closest medical professional available to offer care in time of human illness as well as his duties as a veterinarian.



Vincent "Vine" Starr Doyle, from a Daguerreotype original print



*Doyle House in Doylestown, Wisconsin. Joseph Doyle (father of Vine) purchased and remodeled the building in 1868 to become a hotel. Many years later it was renamed "The Shamrock Hotel". This verse was painted on the side of the hotel
"I'm waiting on you day by day, you're as welcome as flowers in May"*

Vine Doyle selected and cared for horses for the Union Army stationed at Camp Randall in Madison, Wisconsin during the Civil War. Vine Doyle also helped manage the rail shipment of warhorses transported to the south for combat service. Vine Doyle converted to Catholicism on his deathbed in 1911 so he could be buried next to his wife, Mary. With the maiden name of Kehoe, Mary was a lifelong Catholic coming from a large prominent Catholic family. Mary passed away in 1937 and lies in a grave at the cemetery of St. Patrick's Church, next to Vine.



Cemetery at St. Patrick's Church in Doylestown, Wisconsin

St. Patrick's Church in Doylestown was built in 1907. The parish was established in 1865. Prior to the construction of St. Patrick's, parishioners attended mass monthly from a traveling priest. My mother recalls a story of her great grandmother living in Doylestown before St. Patrick's Church was built. Her great grandmother walked 20 miles to Portage, Wisconsin with baby in arms, to have the child baptized in the Catholic Church. Besides waiting for the monthly visit by the priest, travel to Portage was the only option to receive sacraments prior to the construction of St. Patrick's Church.



St. Patrick's Church in Doylestown, Wisconsin

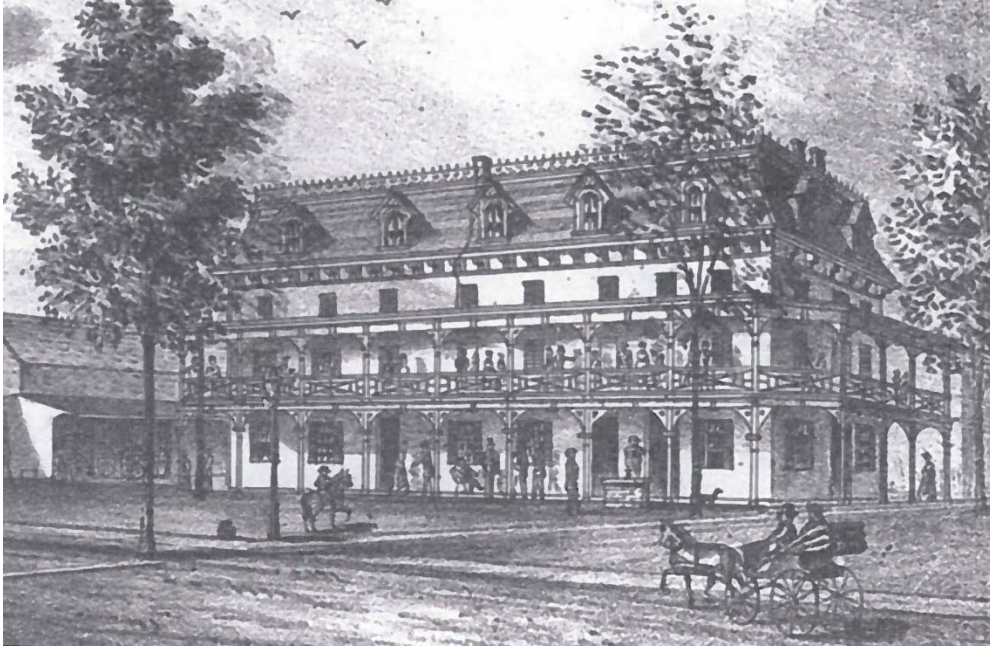


Doyle family plot in Doylestown, Wisconsin

Grandpa always said our ancestral Doyle family line went back in time to Colonial America. He often said our family was not part of the mass exodus from Ireland in the mid-19th century potato famine. This was a matter of pride for Grandpa but nobody believed his story while he lived. He thought our family heritage was on a higher social level compared to poor refugees from famine. Genealogical research, commissioned by my sister Nancy Lindley (born June 11, 1950 with the maiden name Nancy Sue Evenson) for her application to become a member of the National Society of Colonial Dames in America, has demonstrated family ties to 17th Century Rhode Island. Without a doubt, Grandpa was correct all along about the 380-year Doyle family history in North America. Roger Williams established the British colony of Rhode Island in 1636 as a Puritan enclave. Our Doyle ancestors left Ireland at this time as Irish Baptist Protestants and immigrated to the colony of Rhode Island.

Samuel Doyle was the father of my Grandpa's grandfather, Joseph Doyle. Samuel Doyle enlisted with the Pennsylvania Rangers 1776 and served the duration of the Revolutionary War. Samuel endured the winter at Valley Forge with General Washington and was present at Yorktown in 1781 to witness the surrender of Cornwallis. Samuel received a 400-acre land grant on April 6, 1787 in recognition for his military service. Samuel also served with Captain Thomas Robinson's company of Northumberland County Volunteers to suppress the Wyoming Uprising in Buffalo Valley Pennsylvania in 1784. The uprising was also known as the 3rd Pennamite War. Samuel Doyle was friend and associate of Lieutenant Moses van Campen. Samuel fought alongside van Campen in many frontier expeditions in areas of present-day western Pennsylvania. Samuel moved to Bath, New York, in the Finger Lakes region, after the Revolutionary War. Samuel was principally involved in the Walker Tragedy, described in **Appendix D**.

Samuel's father, William Doyle, obtained a license to build a tavern in Bucks County, Pennsylvania in 1745. The location is now the corner of Main and State Streets in Doylestown, Pennsylvania. The village that became Doylestown arose surrounding this establishment, known as William Doyle's Tavern. In 1758, William Doyle began construction of The Fountain House, a larger tavern that also housed the Post Office and served as a stop for the stagecoach. The National Register of Historic Places recognized The Fountain House in 1972 and it still stands today.



The Fountain House in Doylestown, Pennsylvania – built by William Doyle

Here is a list of men in the Doyle family going back to 1670:

Edmund Edward Doyle, Senior (1670 - 1703)

Lived in the colony of Rhode Island

Edward Doyle Junior (1690 - 1769)

Son of Edmund Edward Doyle Senior.

William Doyle (1720 - 1800)

Son of Edward Doyle Junior. - William Founded Doylestown, PA

Samuel (Arbor) Doyle (1752 - 1817)

Son of William Doyle. Samuel was a Revolutionary War Veteran

Joseph Doyle (1805 - 1883)

Son of Samuel (Arbor) Doyle. Joseph's half-brother, Lemuel, founded Doylestown, Wisconsin

Vincent "Vine" Starr Doyle (1843 - 1911)

Son of Joseph Doyle. Vine was a Veterinarian

John Henry Doyle (1868 - 1913)

Son of Vincent "Vine" Starr Doyle. John served as Captain in the Milwaukee Fire Department

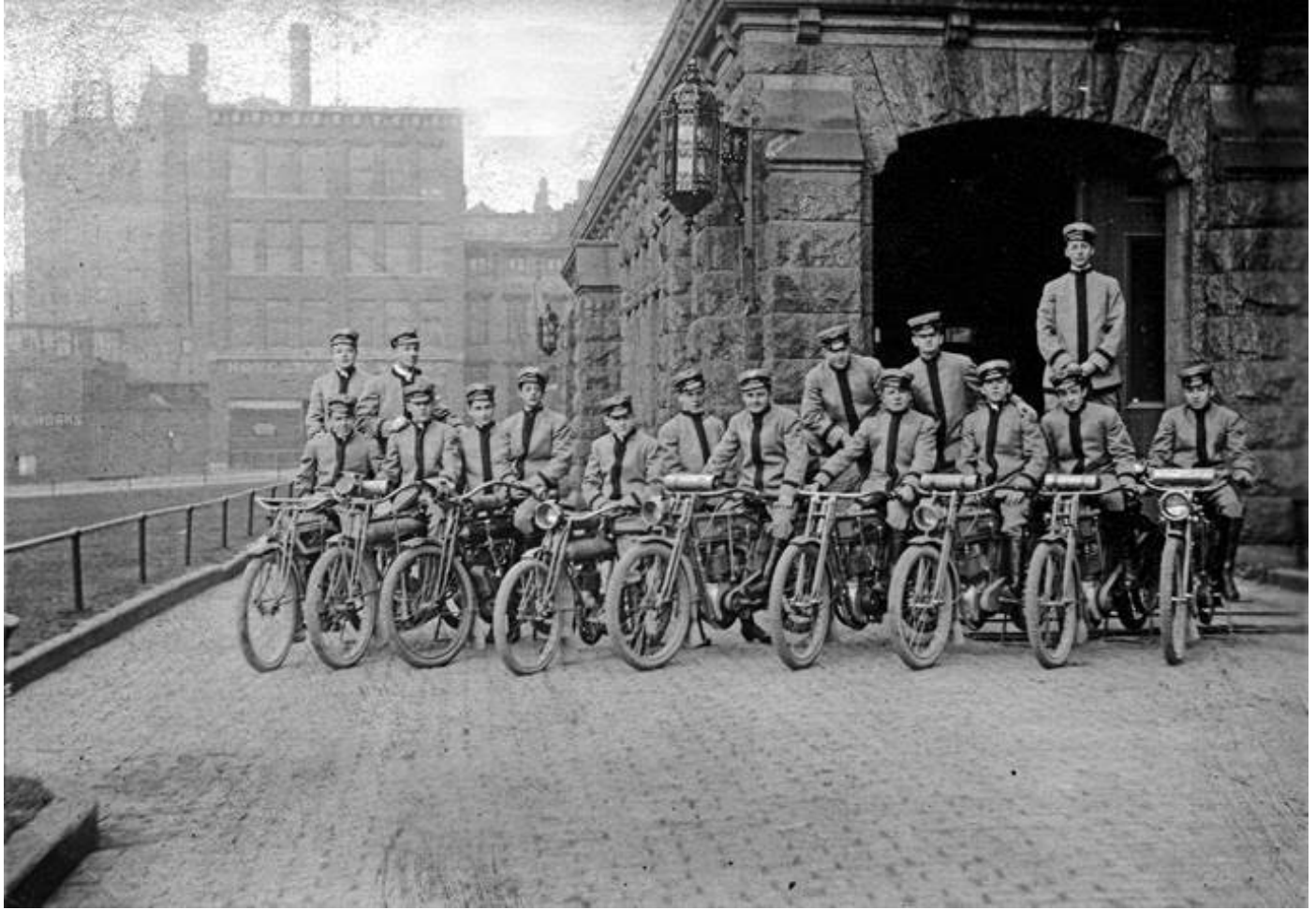
Gordon "Jack" John Doyle (1896 - 1968)

Son of John Henry Doyle. Jack is my Grandfather

Grandpa received his high school education at the prestigious Marquette Academy in Milwaukee. Founded by Roman Catholic Jesuits, the education opportunity at Marquette was one of the finest available in Milwaukee. Marquette High was founded in 1857 when St. Aloysius Academy opened in downtown Milwaukee on 2nd and Michigan Street. The school was relocated in 1881 to 10th and State Streets and was named Marquette College. The first three years of study included a curriculum of high school level education and was called Marquette Academy. Students attended Marquette College for three years after completing course work at the academy. The academy and college were separated in 1907. The college, now known as Marquette University, moved to its present location at 12th and Wisconsin Avenue at the time of this separation. Marquette Academy continued operations at 10th and State Streets and changed its name to Marquette University High School in 1922. At the time of the name change, the high school moved to its current location at 3401 W. Wisconsin Avenue.

Grandpa applied and received a full scholarship to Marquette Academy. Grandpa's younger brothers, Francis and Howard, also attended Marquette Academy on scholarship due to Grandpa's influence. Francis and Howard later attended the New Mexico School of Mines, also under scholarship. Francis started his own company and worked selling mining equipment in Warrior, Alabama, located a few miles north of Birmingham. Howard was employed by Tennessee Valley Authority as an engineer and later worked on the Manhattan Project at the Oak Ridge, Tennessee facility.

All things mechanical fascinated Grandpa as a teenager. This era introduced mass production of automobiles, stunned the world with the Wright brother's first flight and other incredible engineering and manufacturing advances including the introduction of Harley Davidson motorcycles, established in Milwaukee in 1903. My mother found a photograph from this era, featuring Grandpa and his friend and neighbor, Otto Oestreich. Standing in uniform, they posed with Harley Davidson motorcycles as employees of Western Union. They worked as couriers delivering telegrams in Milwaukee in 1913.



*Grandpa is seated on the third motorcycle on left.
Otto Oestreich stands to his right (front row, third from left). Photo taken 1913.*

Grandpa was also a motorcycle racer for Harley Davidson before World War I riding a motorcycle on a track in Shorewood, Wisconsin, called the Milwaukee Motordrome. Races were held every Wednesday, Saturday and Sunday at 8:30 PM. As a teenager, Grandpa began using the nickname “Jack”. From birth and until his teenage years, he went by his first name, Gordon. Grandpa, referred to as Jack Doyle, appears in a guidebook to Shorewood, Wisconsin as follows:

In 1913, the famous Milwaukee Motordrome was built next to the park. Here such noted motorcycle riders as Glenn Stokes, “Red” Parkhurst, and Jack Doyle, now a Shorewood resident, raced around a steeply banked track. (Shorewood, American Guide Series. Compiled and written by The Federal Writer’s Project of Wisconsin, Federal Works Agency, Work Projects Administration, 1939. Pages 50-51)

The park mentioned in the Shorewood guidebook began as a resort established in 1905 called Wonderland Amusement Park. In 1909, the location was renamed Ravenna Park. During

this period, the Summer Amusement Company built newer and more diverse attractions, including the Milwaukee Motordrome. The Milwaukee Motordrome was a quarter mile wood-planked surface, banked at 58 degrees. Spectators would stand on a platform at the top and observe the race by looking down into the Motordrome. Board track motorcycles at this time were not equipped with brakes. The only way to slow down or stop was ease off the throttle or use a kill switch mounted on the handlebar that grounded out the electrical system, stopping the engine, allowing the bike to cruise to a stop.

The Federation of American Motorcyclists (F.A.M.) sanctioned the races at The Milwaukee Motordrome and other board tracks in St. Louis, Denver, Los Angeles, Fresno, Newark, Brooklyn and many other locations across the nation. F.A.M. was organized on September 7, 1903 at a clubhouse in Brooklyn, New York. The purpose of F.A.M. was to promote the general interests of motorcycling, ascertain, defend and protect the rights of motorcyclists, facilitate touring, lobby for creation and maintenance of roads as well as advising in and assisting in the “regulation of motorcycle racing and other competitions in which motorcycles engage” (F.A.M. Constitution, Article 1, Section 2). In 1915, F.A.M. listed 8,247 members.

Grandpa is mentioned in the June 1, 1914 Milwaukee Journal as a participant in the Second Annual Goodfellowship Tour from Fond du Lac to Milwaukee. The tour was sponsored by the Milwaukee Motorcycle Club. Riders assembled for the start at the city hall in Milwaukee and rode to Pine Point Resort in Elkart Lake for a luncheon. The tour participants took an undetermined route of more than 60 miles enduring rain and difficult muddy conditions. At the end of the race, Grandpa submitted a card to prove his participation was “complete”. His name is listed near the end of the article. Two other Milwaukee Journal articles describing this weather challenged tour appeared in the June 7, 1914 edition. The June 7th articles are in **Appendix F**. Grandpa is listed with a “clean score” and was eligible to receive a trophy. There was dispute at the time because a few of the motorcycle riders got head start on the event and finished before the tour master. Grandpa was not one of the riders that got a jump start on the tour.

MOTORCYCLING MAY BE A FINE SPORT, IN FINE WEATHER, BUT—

ALL THE RIDERS WHO TOOK PART IN THE SECOND ANNUAL GOODFELLOWSHIP TOUR HAD AN ENJOYABLE TIME—NAMES OF THOSE WHO FINISHED WILL BE KNOWN FRIDAY NIGHT AT THE CLUB'S MEETING.

Just how many finished in the second annual Goodfellowship tour of The Milwaukee Motorcycle club under the auspices of The Journal will not be determined until after the meeting of the club Friday night. The heavy rain and almost impassable roads turned what started out to be a pleasure ride into an endurance run which will not be forgotten for a long time by the riders who plowed through mud and water for the last sixty miles of the tour. It was a grind all the way from Fond du Lac to Milwaukee, and the last few miles were the worst of all.

Most of the riders checked at Thirty-fifth-st and Fond du Lac-av. The first to arrive got in about 5 o'clock and they kept coming until midnight, the time limit.

Some question was raised because the members of the Limited company and several Harley riders started ahead of the tour from Fond du Lac and reached Milwaukee ahead of the tourmaster. The fact that the roads were so bad will be taken into consideration when the matter is taken up by the officials.

Woman Rider in Early.

Miss Lillian Hauerwas, the only woman rider in the tour, got in about 7 o'clock and was in much better condition than many of the men. Her performance is considered a remarkable achievement.

"I wouldn't have believed a motorcycle could be driven over such roads if I hadn't seen it done," said one spectator who watched the finish. "Those boys certainly are wonders and they

have demonstrated that a motorcycle is a serviceable vehicle on the worst kind of roads."

Following is a list of those who checked in as complete as can be arrived at until the meeting Friday night when all of the cards will be checked over:

Walter, Liskowitz, C. A. Wagner, R. L. Clarke, William Pauls, Rudolph Hammann, Ed. Jaeger, F. J. Stark, Walter Fahsel, W. H. Parsons, Duard Coville, Harry Froelich, R. M. Kibbe, Edwin Newman, John Joeger, A. Kuchchiski, Alfred Stiglbauer, Alfred Steich, Arthur Lunn, Charles Grier, Louis Hadfield, Alex Lovgauer, August Sutter, A. Bohrman, Carl Spranger, Louis Beltzinger, David Clasen, James Gough, Irving Janke, H. Reimer, Joseph Dietz, Art Aldridge, C. A. Carpenter, Erwin C. Justman, Fred J. Haefer, J. F. Hartung, J. R. Shannon, A. Zindars, Lillian Hauerwas, Walter Landisch, W. A. French, Joe Herr, Leo Oetzinger, W. Roesslett, Henry Meyer, G. E. Schneider, Charles Gumz, Paul Manz, W. E. Eggert, R. Eggert, R. Kruger, Oscar Muehlenberg, Robert Hermann, Paul Baerman, H. Hoyt, Chas. Heiden, Geo. F. Cornelius, Alex Blankenheim, Stanley Shurpit, A. F. Stern, C. T. Martin, A. Krause, Walter Luck, Hugh Sharp, Walter Knoelke, Ben Eisenman, W. I. Cieszynski, Art Eckes, Howard Mann, Henry Otto, Al Trupke, Lacy Crollius, W. Brown, John E. Hogg, R. C. Koenig, E. Krumhus, Gustav V. Hahn, Erwin Knocke, William Binger, Steve Koutney, Chas. Figer, William Cram, Charles White, R. A. Paine, Herbert N. Witt, Art Lang, E. Peters, George Vorrel, William Chesak, H. Hascall, Julius Bauer, H. Morrissette, Frank Krause, Walter Landers, Charles Buff, Fred Wagner, Walter Froemming, E. H. Kasten, Fred Kruhl, Ed Nelson, A. Christoph, Victor Schutte, Jr., A. Languauer, Fred T. O'Dell, Gordon Doyle, John Langtry, G. Donnelly, A. E. Waech, John Kuenzli, Sr., John Kuenzli, Jr., Edwin Hardt, Fred Kalsler, F. W. Harte, H. H. Porter, Ernst Heyden, Louis Hansen, L. H. McDonald, J. L. Christensen.

Milwaukee Journal article from June 1, 1914 listing Gordon Doyle as a participant

Grandpa was also participated in cross country endurance motorcycle racing. Bill Jackson, the Manager of Archives and Heritage Services at the Harley Davidson Museum in Milwaukee provided information about Grandpa's racing experience in 1914 as mentioned in the company's monthly magazine, The Harley Davidson Dealer. Grandpa earned a perfect score in a 244 mile endurance race staged in Racine, Wisconsin on July 4, 1914. The article references Grandpa's legal first name, Gordon.

Harley-Davidson Cleans Up At Racine

Edward Stilb, riding a 1914 twin Harley-Davidson, was awarded first prize in the big 244-mile endurance run staged at Racine, Wisconsin, on July 4th, an event that vied with Ringling Brothers' circus as the big attraction of the day. Stilb was victor from a field of more than forty entrants representing every make of machine. He scored 999 points, the eagle eyed officials of the run detecting a spoke that was a little slack after the run which was held over some of the most severe roads in the southern section of the state.

The only perfect score returned in the run went to Gordon Doyle on a twin Harley-Davidson riding in the trade riders' class. Doyle rode against three machines

of another make in his class and his score was greater than the combined total of his competitors. The course was a triangular one with Racine, Franksville and Corliss at the corners and the riders made the course ten times around.

*Excerpt from page 221 of the 1914 July issue of the Harley Davidson Dealer.
Grandpa had the only perfect score that day.*

The Harley Davidson Museum also provided endurance race results reported in the August, 1914 edition of the Harley Davidson Dealer. Gordon Doyle is listed with a perfect score of "1,000 Gold Medal" in this event. Grandpa's 18th birthday was the month before this endurance race. He was not in the Veterans' Division but competed as a Harley rider and was mentioned in the article for his "wonderful performance". The complete article is in **Appendix G**. Racing records are not available mentioning Grandpa after the summer of 1914. His life was about to change in a dramatic way the following year and it is likely that he retired from the risky business of racing motorcycles. With the gearing up and eventual involvement of the United States in World War I, membership in F.A.M. dwindled. The organization dissolved in 1919.



Decorative Pin featuring the logo of the Federation of American Motorcyclists



Grandpa is seated on the second motorcycle on the left, wearing a Harley Davidson jersey. Otto Oestreich is sitting on the motorcycle on the left. The rider in the center of the photo (Frank Ollerman) also wears the Harley Davidson jersey. Photo taken in 1914.

Harley Davidson entered the motorcycle-racing scene in 1913 after hiring Bill Ottaway and placing him in charge of the racing department. Ottaway previously worked as the lead

engineer of the racing department for Thor, an Aurora, Illinois based motorcycle manufacturer. Thor began business by manufacturing parts for bicycles, advancing to motorcycle engines in 1903. Thor sold engines to Hendee Manufacturing Company in Springfield, Massachusetts, for use in Indian Motorcycles. Thor also made their own motorcycles until ceasing production in 1916.

Ottaway's engineering specialty was fine-tuning to improve the balance of the twin cylinder engines and improvements in valve porting. A limited production engine, called 11-K, was created by Ottaway using a modified production engine (61cubic inch pocket valve engine) with an improved camshaft with eight overhead valves to achieve an output of 55-horse power. Bill Harley engineered the new and improved transmission for this motorcycle. The 11-K engine was first raced in the Milwaukee Motordrome in 1913. On July 4, 1914, an 11-K motorcycle was entered in the 300-mile road race in Dodge City, Kansas. The Harley Davidson sponsored driver, Bill Brair, placed second in Dodge City. By November of 1914, Harley Davidson fielded a fully supported team at the Savannah 300-mile National Championship Road Race.

Leslie "Red" Parkhurst, mentioned with my Grandpa in the Shorewood guide, was a year older than my Grandpa, born in 1895. Red participated in his first motorcycle race at the age of 13 at the board track in Denver. Becoming a professional motorcycle racer in 1912, Red raced at board tracks in Dallas, St. Louis and the Milwaukee Motordrome. **Appendix E** includes pages from a Milwaukee Motordrome Official Program, dated July 9, 1913, listing Red Parkhurst as a participant. **Appendix E** also includes race results from the Motordrome as reported in the May 31, 1914 Milwaukee Journal. While racing at the Milwaukee Motordrome in 1913, Red was asked to drive a Harley Davidson powered with the new 11-K engine. Red's performance with the 11-K was so inspiring that Harley Davidson hired him on the spot and sent him to race in Dodge City, Kansas on July 4, 1914. Red Parkhurst has the distinction of being the first member of the Harley Davidson racing team and went on to win several races. Three notable Parkhurst wins are:

- 100-mile dirt track race in Saratoga, New York in 1915
- 100-mile board track race at Sheepshead Bay in Brooklyn, New York in 1916 (with 18,000 in attendance, this race had the largest audience of any race up to that time)
- 200-mile road race in Marion, Indiana in 1919

Red established 23 speed records running on the hardened sands of Daytona Beach, Florida in February 1920. Riding a 68 cubic inch Harley Davidson twin, Red set a speed record of 111.11 miles per hour. His racing career continued until 1926. Red was inducted into the American Motorcyclist Association Hall of Fame in 1998. Several good historical overviews of early motorcycle racing are available on the Internet. Red's racing career is featured in *Pioneers of American Motorcycle Racing* by Daniel K. Statnekov. The online book is at this address:

<http://www.statnekov.com/motorcycles/chapters.html>

Terry Parkhurst published an article in Rider Magazine on April 14, 2009. The article's title is "Red" Parkhurst and Board-Track Racing in the Twentieth Century and is found online at this address:

<http://ridermagazine.com/2009/04/14/red-parkhurst-and-board-track-racing-in-the-twentieth-century/>

David Schonauer wrote an article for the Smithsonian Magazine, entitled The Early, Deadly Days of Motorcycle Racing. This article is available online at this address:

<http://www.smithsonianmag.com/arts-culture/the-early-deadly-days-of-motorcycle-racing-787614/>

By all accounts, motorcycle racing was a dangerous business. The extreme risks involved drew in large crowds of spectators. The Milwaukee Journal estimated the crowd of 10,000 at the Milwaukee Motordrome season opening race on May 30, 1914. Red Parkhurst is mentioned with other Milwaukee Motordrome racers in this June 4, 1914 article in the Milwaukee Journal:

MOTORCYCLE RIDERS AT BIG DROME HAVE BEEN TAKING CHANCES ALL THEIR LIVES

**They Refuse to Think About the Danger that Confronts Them in Their Work
and Figure that Life Is But a Chance.**

Danger has always stalked in the trail of the intrepid riders who are furnishing thrills at Milwaukee's motor-drome, long before they took to speed racing.

George Renel was a jockey in France before joining the ranks of the motorcyclists. He weighs 111 pounds at present and is the lightest drome rider in the country. Renel rode in all the famous courses in France and at one time was second jockey to the Vanderbilt Paris racing establishment. He tells of many narrow escapes from death and insists that the life of a jockey is far more dangerous than that of a motorcycle rider.

Red Parkhurst was a lineman and dallied with nippers, climbing spurs, voltage and wires before gaining fame as a motorcyclist. Joe Wolters was an automobile tester and Mike Cafferello started out to become a switchman when fate changed his course. Harner acted as mechanic to several automobile drivers in races and has had a number of close calls. But he likes automobiling as much as he does speed riding and owns his own car.

Never Think of Danger.

Yet these riders never think of danger as they mount their space-destroying machines and are the most uncon-

cerned people at the races. They joke and exchange banter continually and come as close to being dyed-in-the-wool optimists as anyone would care to meet.

"The most peculiar part of it is that all the Milwaukee riders are fatalists.

"If we stick long enough, we'll get it," remarked one of the riders, "but what's the use worrying over it. Life is too short. Everybody is taking chances. A banana peel on the sidewalk can cause as much trouble as a motorcycle going 90 miles an hour."

The senate adjourned the other day for lack of quorum because 60 per cent of the senators were at the ball game; and an examination of the gate receipts



Red Parkhurst in 1915

Milwaukee Journal June 4, 1914

INCLINE CAN'T BE TOO STEEP FOR THE MOTORDROME RIDERS

Swartz, the daring southern youth who races Fleckenstein in a series of match races at the motordrome Wednesday night, says that the steeper the board incline the better it is for riders. The Milwaukee motordrome is tilted at an angle of 58 degrees.

"It could be 60 or 65 for that matter and still be safe for the riders," said Swartz, but running on a 58-degree track is some stunt just the same.

"Few people realize just what 58 degrees of a bank means. Take a walking stick or a yard stick, go over to the wall and put one end where the floor and wall join. Hold it out so it splits the angle—so it is equally distant from wall and floor. This gives you an angle of 45 degrees. Then make it steeper by raising it one-third of the way toward the wall. Then you will have practically a bank of 58 degrees. Then imagine yourself spinning around on two-wheel vehicle along that edge and around the circle—and doing it better than a mile a minute—for if you don't go that fast you fall off.

VERY TRUE.

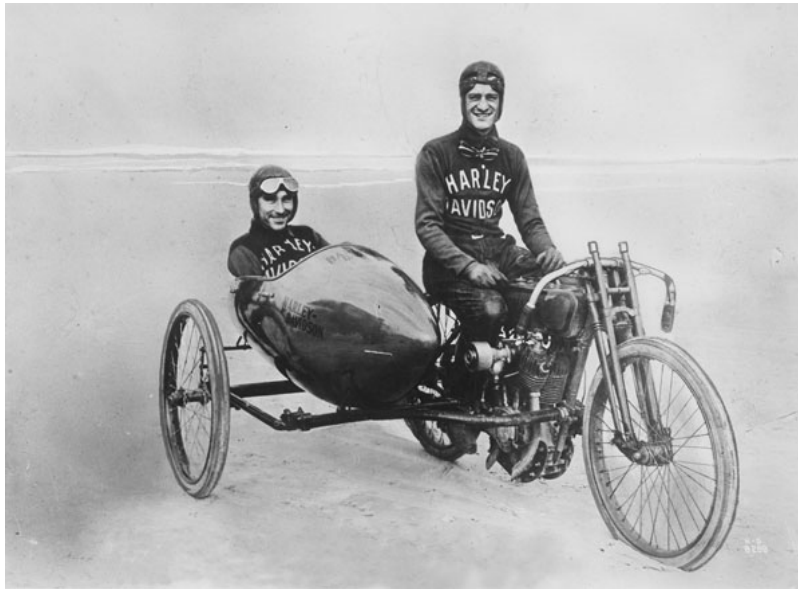
It's no place for a nervous man. But the queerest part of all, according to Swartz, is that the rider don't realize that he is standing off in midair like a limb on a tree.

Instead it looks as if the whole world had tilted over.

"We seem to be riding on a flat track—or perhaps like a squirrel running around on the inside of a wire wheel," said the rider. "We don't see anything much, but boards running on ahead of us. And they haven't any more tilt to them, as far as you can tell, than Grand-av. After a while we stand still and the boards just race away behind us—or so it seems.

"The faster we go the higher we mount and when we are just below the center of the track—the red line—we are traveling pretty close to ninety mile an hour."

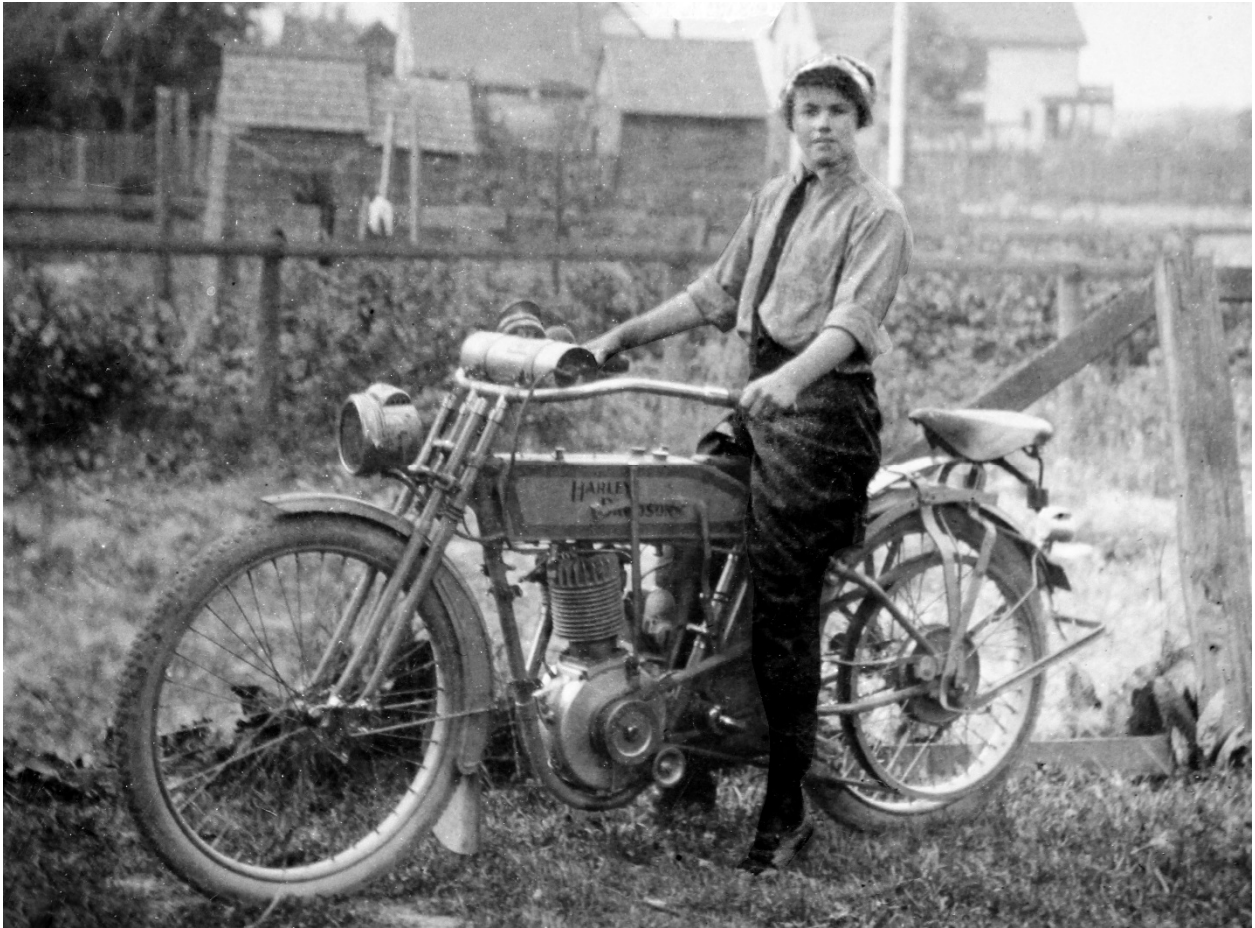
Milwaukee Journal June 30, 1914



Red Parkhurst, with fellow Harley Davidson team member Fred Ludlow, established the speed record for motorcycle with a side car and other speed records in 1920

Ravenna Park and the Motordrome board track were abandoned in 1916. By mutual agreement, all of the motorcycle manufacturers in the United States ceased production of racing motorcycles in 1916 and devoted efforts to prepare for our participation in World War I. The looming war, combined with spectator and rider safety concerns, put an end to board track racing nationwide. About two acres of the land that comprised Ravenna Park was sold to the Milwaukee Electric Railway and Light Company for use as a streetcar barn. The remaining land became Hubbard Park and an apartment complex.

As a teenager, Grandpa met the love of his life and future wife, Elsa Oestreich. Grandpa probably met Elsa due their mutual involvement with Harley Davidson motorcycles. Another explanation for Grandpa meeting Elsa is the fact that she was the sister of Otto Oestreich, Grandpa's co-worker at Western Union and fellow motorcycle courier. Elsa was a stylish model for the Milwaukee based manufacturer. In a Harley Davidson picture post card advertisement from this time (circa 1915) Elsa sits sidesaddle on a new motorcycle wearing a full-length dress and a large hat. The featured caption is "Anyone can ride a Harley". An interesting thing about Grandma is that she never actually drove a motorcycle or automobile, despite Grandpa's lifelong interest and career involving motor vehicles.



Elsa Oestreich on a Harley Davidson motorcycle circa 1914

Elsa was the youngest of four siblings, born in Wausau, Wisconsin on December 8, 1897. Her parents, Albert and Augusta, were married in Milwaukee on August 12, 1886. Albert owned a successful business manufacturing cement blocks used in building basements for residential homes and businesses. Firmly positioned in the upper middle class, Albert and Augusta were part of the prosperous German American cultural society in Milwaukee. Their home, on East Vienna Avenue, still stands today, within a block of the Milwaukee River and Humboldt Avenue. Albert owned a large plot of land in this neighborhood surrounding his house and east to Humboldt Avenue, adjacent to the Milwaukee River. Albert Oestreich named the street “Vienna Avenue.” in recognition of his heritage. Their last name, “Oestreich” is the German word for Austria.



*Otto Oestreich's wedding party. Otto stands at the center.
Otto's sister Elsa, is seated on the right.*



Albert and Augusta Oestreich on their 50th wedding anniversary – August, 1936

Scandal struck the Oestreich household when Elsa became pregnant at the age of 16 due to her relationship with Jack Doyle, a motorcycle-racing daredevil of Irish decent. Grandpa was a Roman Catholic and the Oestreich family were Lutheran. The decision to avoid social scandal involved sending their pregnant teenage daughter to Nebraska to have the child outside their social network, give the child up for adoption and then return Elsa to Milwaukee and hopefully become eligible to marry a nice young man within the German-American society. Without recourse, Elsa left for Nebraska without fanfare or public notice.

Grandpa discovered the plan and was furious. Family lore includes many instances of his Irish temper and Grandpa's reaction to this situation can only be imagined. Of all things, Grandpa was a man of action. He promptly jumped on a Harley Davidson motorcycle, equipped with a sidecar and drove to Nebraska to recover Elsa. Gordon John Doyle married Elsa Oestreich on May 9, 1915 in Lincoln, Nebraska. On June 12, 1915, the child carried by Elsa was born in Milwaukee and named June Marie Doyle. Four siblings followed, all born in Milwaukee. Jean Augusta Doyle was born on October 8, 1917. Jane Doyle was born the following year and passed away on May 15, 1920 at the age of two. Jack Clement Doyle was born on July 18, 1925. My mother, Elsamae Doyle, known as "Sue" was born on May 31, 1927.



Grandma and Grandpa on their honeymoon in Lincoln, Nebraska in 1915

Life was not easy for the young parents in Milwaukee. The skill set he developed included repair and operation of the machines he loved: motorcycles and automobiles. Jack and Elsa had to rely on Elsa's parents for some support. Grandpa developed "street smarts" out of necessity and survival. One of his jobs in Milwaukee at this time was working as a chauffeur for Dr. M.E.

White, a physician in Milwaukee. Chauffeurs during this era were responsible for driving, mechanical maintenance and cleaning of the owner's car. Grandpa dutifully washed and polished the right side of the car to a gleaming finish but did not spend much time cleaning the left side, since the owner would never see it when getting in and out of the car. While working this job, Grandpa and Grandma lived in Dr. White's carriage house located next to their stately home on the east side of Milwaukee.

The U.S. entered World War I on April 6, 1917. Grandpa applied for an exemption to the draft on June 5, 1917 according to this historical document:

Form 1		2544 REGISTRATION CARD		No. 146	
1	Name in full	Gordon John Doyle		Age in yrs.	23
2	Home address	592 Jewell St. MILWAUKEE, WISCONSIN			
3	Date of birth	June 20 1894			
4	Are you (1) a natural born citizen, (2) a naturalized citizen, (3) an alien, (4) or have you declared your intention (specify which)?	natural born citizen			
5	Where were you born?	Portage Wis. U.S.A.			
6	If not a citizen, of what country are you a citizen or subject?				
7	What is your present trade, occupation, or office?	chauffeur & mechanic			
8	By whom employed?	M. E. White			
	Where employed?	592 Jewell Blvd.			
9	Have you a father, mother, wife, child under 18, or a sister or brother under 12, solely dependent on you for support (specify which)?	wife & 1 child			
10	Married or single (which)?	married		Race (specify which)?	caucasian
11	What military service have you had? Rank	none			
12	Do you claim exemption from draft (specify grounds)?	Yes because of dependents			
I affirm that I have verified above answers and that they are true.					
Gordon John Doyle					

REGISTRAR'S REPORT		48-1-13 A	
1	Tall, medium, or short (specify which)?	Tall	
2	Slender, medium, or stout (which)?	med.	
3	Color of eyes?	blue	Color of hair?
			brown
	Bald?	no	
Has person lost arm, leg, hand, foot, or both eyes, or is he otherwise disabled (specify)?			
no			
I certify that my answers are true, that the person registered has read his own answers, that I have witnessed his signature, and that all of his answers of which I have knowledge are true, except as follows:			
William P. Van Allen			
(signature of registrar)			
Precinct	Ward 18 WARD		
City of	MILWAUKEE		
State	WISCONSIN		
JUNE 5, 1917.			
(Date of registration)			

Draft Exemption Registration Card dated June 5, 1917, requesting exemption due to dependents in his care.

Grandpa enlisted in the Army six months after requesting draft exemption. His enlistment date was November 1, 1917, ten days before the Armistice. He was discharged on March 17, 1918 after four and a half months of service. This brief period in his life, serving for the Motor Transport Corp Mechanical Repair Unit 305 which included Signal Corps responsibilities, was a turning

point which fostered his interests including the importance of public service, radio communications and his continued fascination for motorcycles.

After discharge from the Army, Grandpa remained in contact with Tony Schuh, a fellow World War I veteran from Elcho, Wisconsin, a small town about 100 miles northwest of Green Bay, Wisconsin. Tony claimed there was opportunity in the north woods. Plenty of work and good paying jobs, he said. Grandma and Grandpa left their infant daughter, June, in the care of Elsa's parents, Albert and Augusta, and rode the train north to capitalize on Tony's recommendation. Charles W. Fish, a lumber baron, owned the town of Elcho and surrounding forest at this time. Fish arrived in Elcho in 1908, when he landed a job managing the G.W. Jones Lumber Company. Within four years, he gained ownership of the mill and the local empire that became the C.W. Fish Lumber Company was underway.

The village grew steadily as the entire northern third of the state was clear-cut to provide lumber to support the population growth and corresponding expanding national economy. Fish built a drug store, a heating plant, office buildings, a bank, hotel, general store and a railroad depot. Tony was right – jobs were available but payment was in the form of “Fish” money, not United States currency. Local establishments owned by Charles Fish accepted Fish money but the currency was worthless outside of the community. Grandma and Grandpa loved the north woods and the community. Grandpa learned how to catch muskellunge (muskie) in area lakes, probably taught by Tony. Grandpa purchased a 22-caliber Colt Woodsman pistol at the time. Grandpa was known to land big muskies in the boat and use this pistol, shooting the fish to put them out of misery. Grandpa would dispatch a huge freshly caught flopping fish by shooting it, with the bullet penetrating directly through the fish and then the hull of the wooden boat! Muskies 5 feet long and weighing more nearly 70 pounds still live in these waters. Since the early 1920's, many record setting muskies have been caught in lakes close to Elcho.

Grandma worked in Charles Fish's kitchen in Elcho and learned cooking skills that she applied for the rest of her life. She also took care of the Fish's fine linens. Grandma no doubt cooked with her mother while growing up on Vienna Avenue but it was in Elcho that she really came into her own. She enjoyed cooking and prepared many fantastic holiday meals for decades to come. The lavish holiday feasts she prepared as I grew up were wonderful, often serving 15 people.

As time wore on, it became apparent that escape from Elcho would not be easy. Grandma and Grandpa both earned wages but payment was in Fish money. They were unable to pay rail fare to return to Milwaukee to see their daughter June and other relatives. Somehow, Grandpa worked odd jobs outside of the Fish dominated economy and scraped together some money to buy railway tickets. Grandpa had enough U.S. currency to purchase an adult ticket for himself and passed Grandma off as his daughter so he could pay a child's fare for her.

Upon returning to Milwaukee, Grandpa and Grandma moved in with Albert and Augusta on Vienna Avenue. Albert gave Grandpa and Grandma a lot across the street from their house and built a home for them. They lived at this location until 1936 when they built a new home in Shorewood at 4331 N. Wildwood Avenue. Grandpa was fortunate to get a job with North Shore Buick, managing used car sales in the late 1920's. Working under contract for the dealership, Grandpa built up the used car sales business. Grandpa's salary was \$10,000 a year, a decent income in the late 1920's. Times were good.



Grandpa in the 1920's. This photo was probably taken around 1926 when he was 30 years old, managing used car sales at North Shore Buick.

With the stock market crash of 1929 and subsequent Great Depression, survival became difficult for everyone. Milwaukee residents, as in all other places across the United States and beyond, witnessed massive closing of businesses, bank failures and widespread unemployment. People were hungry. Grandpa saw opportunity in this global wave of despair. My mother remembers a statement from Grandpa: “never worry if the whole country is out of money – only worry if you do not have any money and everyone else does”. Grandpa understood that the economy would adjust to a situation of uniform shared poverty. Prices would fall on necessary items so that people would manage. That is exactly what happened during the Great Depression.

Despite adjustments to prices, people struggled to get by. The bank foreclosed on the 62-year-old owner of North Shore Buick, Mr. Jordan, and the business temporarily closed. Now out of a job as the used car sales manager, Grandpa went to the bank and offered this question: What sense does it make to have an automobile dealership boarded up and closed for business? The bank will not make money from closed businesses, he said. Grandpa suggested keeping the dealership open, with him as the new owner, and pay only interest on the debt. When the economic crisis ended, he would resume payments on the principal amount owed. The bank accepted this arrangement and sold the dealership to Grandpa and his partners without a down payment. This bank eventually failed, like so many others during the Great Depression. My mother remembers another bank failure story about her older brother Jack. When Jack was in Kindergarten, around 1930, the children were learning how to save money by depositing a small amount each week and watching their savings grow. Before the school year was out, the bank failed and all the children, Jack included, lost their savings. Needless to say, the lesson about the importance of saving money was lost on Jack. Many that lived during the Great Depression had difficulty in later life trusting banks with their savings.

A small number of people in the community had money during the Great Depression and they continued to buy cars in limited quantities. The members of organized crime in Milwaukee had money. Grandpa began hosting Sheepshead card games in his office at North Shore Buick. Organized crime members attended these games and bought cars from North Shore Buick. A small amount of car sales kept the business afloat during these lean years. Grandpa and Grandma returned to the north woods in 1933 and bought a lakeside summer cabin on Enterprise Lake near Elcho for \$500. Once again, they were with their old friend Tony Schuh, fishing for muskies.

Tony Schuh became the postmaster and remained in Elcho his entire life. He was born the same year as Grandpa and lived to be 93 years old.



The only known photograph of the Doyle cabin in Elcho. Photo circa 1933-36.

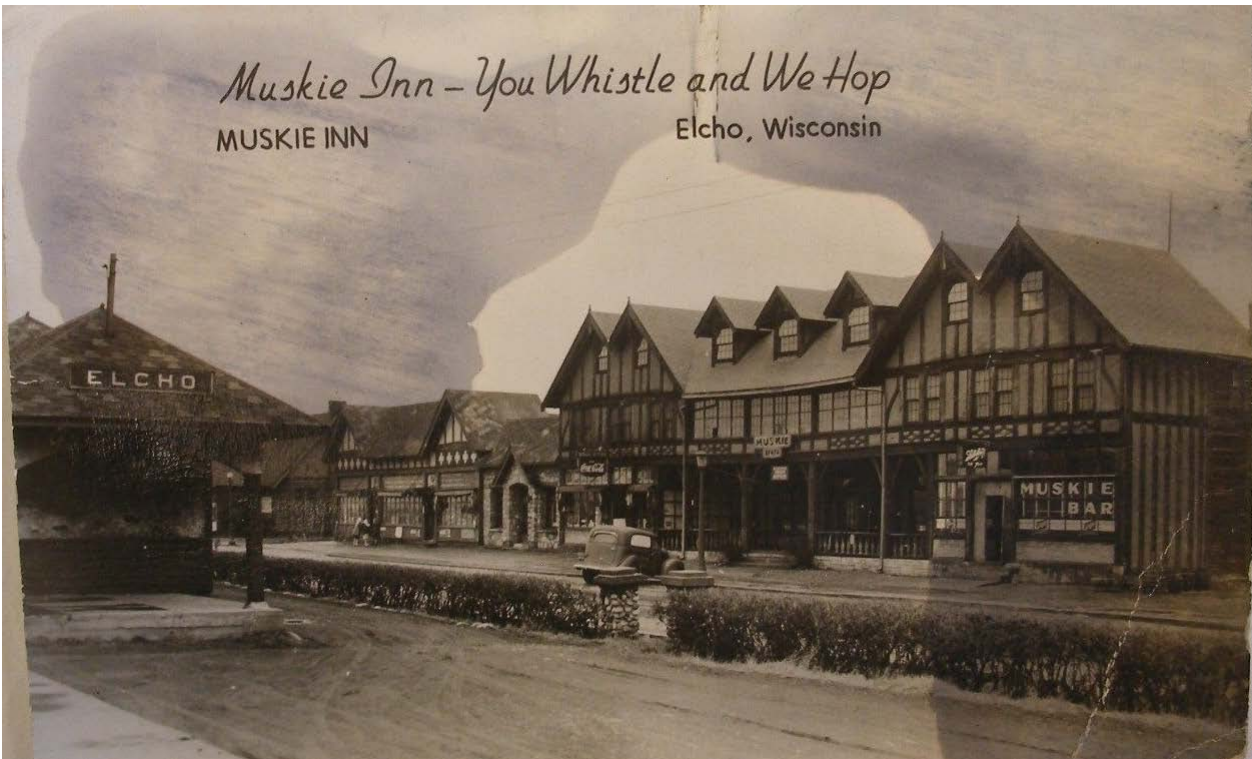
Grandpa would leave Shorewood each Friday, drive to the cabin in Elcho, spend the summer weekends with the family and return to work the following Tuesday. This was a log cabin with no running water or electricity. Kerosene lamps provided light at night. My mother remembers her sister June cleaning the lamps each night using newspaper to remove the soot. Local workmen cut ice on the lake during winter months. The ice was stored in an ice house near the cabin for use in the summer months. The ice house was insulated with saw dust and held the ice for months, even during the hot summer. The cabin had an icebox on the screen porch, connected to the kitchen. The icebox used the ice stored in the ice house and was the only refrigeration they used at the cabin. Everyone would bathe in the lake. A small boathouse at the lakeshore held two rowboats. One of them was equipped with an outboard motor. My mother remembers rowing a boat while her father fished for the easily caught pan fish in Enterprise Lake. Life was simple but the entire family enjoyed the slow tempo and peace of the north woods. Grandma loved to fry pan fish on the wood fired stove for evening meals. Grandpa would go to nearby Pelican Lake for muskie fishing.

Elcho was also the home of a Civilian Conservation Corps (CCC) Camp, number 657. The camp was established in the fall of 1933 on Otter Lake, about a half mile east of Enterprise Lake. The work of CCC 657 (described in detail in Wisconsin 101 Our History in Objects; <http://www.wi101.org/?story=the-civilian-conservation-corps>) involved infrastructure projects including:

- building and installing: 83 miles of truck trails
- 12 miles of fire breaks
- 23 miles of vehicular bridges
- 235 miles of telephone lines
- 15 toolboxes
- 4 lookout towers
- 2 lookout cabins for forest fire control and firefighting
- planted 1,379 acres of trees
- improved 485 acres of forestland
- created three acres of campgrounds
- stocking streams and ponds with fish
- improved conditions for wild game

Life in CCC camps were highly regimented with an early morning breakfast call, long days of outdoor work followed by a strict 10:00 PM lights out curfew. Each CCC member was paid \$30 a month with \$25 of that wage sent home to the camp member's family.

Elcho had completely changed compared to Grandpa and Grandma's first experience in 1918-19. The entire region was devastated by forest fire in 1923. Charles Fish rebuilt Elcho with buildings constructed in a half-timbered, English Tudor style of architecture. The Muskie Inn was Elcho's most impressive structure built at this time. In 1936, Grandpa sold the cabin to help finance the construction of their new home in Shorewood at 4331 N. Wildwood Avenue. By this time, my mother and Uncle Jack were attending summer camp in Colorado and June was involved in the social scene starting a life on her own as a 21 year old in Shorewood. The cabin was not as useful as a family summer retreat and Tony Schuh helped Grandpa sell the property.



Postcard of the Muskie Inn in Elcho, Wisconsin

Manufacturing automobiles for the public during World War II was severely restricted as factories in Detroit were devoted to the war effort. The government also restricted the sale of new cars to only a few select occupations, like physicians, government officials, farmers and others critical to infrastructure. Car dealers nationwide suffered from severe government restrictions. Car dealerships have franchise agreements with General Motors and other automobile manufacturers. The agreements require the dealerships to purchase the new cars and then recoup this expense at the time the dealership sells the cars to the public. The risk of franchise agreement cancellation was a threat if dealerships did not purchase new cars from the manufacturers. Grandpa began feel the pinch at North Shore Buick as he was obligated to pay for new cars and then place them on blocks in storage at the State Fairgrounds because so few people were able to buy cars.

Grandpa developed a business plan to keep the dealership open. Grandpa realized the obvious by saying nobody would be buying cars in quantity until the war was over. How about operating the business strictly as a repair shop? With few new cars, the older ones will break down eventually and require repairs. Grandpa had faith that when the war ended he would start selling new cars again and make a lot of money. The plan worked perfectly and North Shore Buick continued operation with hope for better times after the Allied victory.

New car sales finally kicked in after World War II. The following boom years permitted an accumulation of wealth and Grandpa retired in 1952. He retired to his basement. My fondest memories of visiting my grandparents, besides holidays, were spending time with Grandpa with his amateur “ham” radio. The radio equipment had warm, glowing vacuum tubes with dials and gauges and strange humming sounds, sometimes a bit of Morse code and occasionally emitting foreign languages originating from remote operators. A teletype machine spewed reams of printed information, fed with a continuous paper supply from a box on the floor. It was all truly exotic.

His basement environment was very comfortable. Grandpa had a large red leather high back chair and ottoman but mostly sat hunched over the tables that held his radio equipment. He smoked many cigarettes. He spoke loudly and swore a blue streak. He had a temper but was kind, generous and community minded. Grandpa was involved with many civil service activities as an amateur short wave radio operator. Ham radios, functioning in short wave to permit global communications, were essential in times of war, natural disasters and other emergencies. He helped with communications at a time of crisis during the flooding of the Ohio River in the 1930’s. For more than 25 years, he served as a member of the Radio Intelligence Division of the U.S. Navy Reserve monitoring radio traffic on specific frequencies. Grandpa sent twice daily data reports as a volunteer in service to the U.S. during World War II. Grandpa’s role in World War II was to intercept, collect and forward coded enemy naval messages to the Chief of Cryptography Division in Washington, D.C.

The Office of Chief Naval Operations (OPNAV), 20th Division of the Office of Naval Communications, G Section/Communications Security, known as “OP-20-G”, was responsible for intelligence and cryptanalysis during World War II. The mission of OP-20-G was to intercept, decrypt and analyze naval communications from Japanese, German and the Italian navies. Diplomatic messages from many foreign governments were also monitored and analyzed by the OP-20-G. The U.S. Navy Communications Reserve was actively recruiting amateur radio operators prior to World War II and many of these recruits, including Grandpa, volunteered service to provide information to the OP-20-G.

The Federal Communications Commission (FCC) began implementing restrictions on amateur radio operators as the threat of U.S. involvement in World War II become more severe. On October 15, 1940, all licensed amateur radio operators had to furnish a full set of finger prints, photo identification and proof of U.S. citizenship. At the same time, the association of amateur

radio operators, called the American Radio Relay League (ARRL), vigorously lobbied the FCC to create the War Emergency Radio Service (WERS). Finally, in June of 1942, WERS was established and served the U.S. as the precursor to and Radio Amateur Civil Emergency Service. Licenses to operate for WERS were restricted to only those radio operators that held an amateur radio license. The purpose of WERS was threefold: to assist in communications for civil defense, air raids and natural disasters.

Grandpa's amateur radio call sign was "W9GPI" and is still in use by Stephen L. Smith in Fort Myers, Florida. Grandpa had an influence on Stephen Smith by teaching him Morse code for a Boy Scout project when Smith was a teenager. Smith made a special request to the Federal Communications Commission to use Grandpa's call sign in recognition of Grandpa's contribution to amateur radio. Grandpa was an active member for many years in the ARRL and was a recipient of the "Worked All Continents" (WAC) award. The WAC award is presented to amateur radio operators who successfully complete two-way amateur radio communications with other amateur radio stations located in each of the six continental areas of the world. The geographic areas are: Africa, Asia (including Siberia), Europe, North America, Oceania (including Australia and Hawaii), and South America. The award is sponsored by the International Amateur Radio Union. The WAC award is available world-wide although radio operators from the United States are eligible for the award only if they are active members of the ARRL. The first WAC award was presented in 1930. Grandpa served in elected state and regional office positions within ARRL and achieved national recognition. In 1948, Grandpa served as General Conference Chairman for the national convention of the ARRL.

Jack Doyle Operates Amateur Radio Station As Well as Own Business

● Operator of Station W9GPI Receives "Worked All Continents" Award from International Organization

(Editor's Note: This is one of a series of articles on North Shore Men and Women who have made a valid contribution to the community in which they live.)

By Beth Delany

Although Jack Doyle, 4331 N. Wildwood ave., gives countless hours to his amateur radio station, he reserves ample time for business and other pursuits.

"It's just a hobby," he hastily explains.

Yet, from the zeal he puts forth in his hobby and his business, the North Shore Buick Co., now in an expansion stage, it is easy to see that the life he leads is not exactly one "of Reilly." He has boundless energy and expends much of it as a senior member of the Badger Emergency network of radio stations.

His station W9GPI is an official outlet for Station K2UN, the United Nations' station at Lake Success, N. Y.

Recently he was awarded the WAC, Worked All Continents, award put out by the International Amateur Radio Union. He is proud of the work done through his station in contacting Shorewood and Whitefish Bay boys overseas during and after the war.

"I had a daily traffic schedule at 12 noon and 6:30 p. m., sending messages over to Europe and the Pacific Islands and relaying them back here," he said.

A member of the Communications division of the Naval Reserve for the past 25 years, Doyle served with the Radio Intelligence division during the war.

"Under radio intelligence," he explained, "certain amateur operators were given a spectrum to observe. They sent daily reports of all broadcasts in that spectrum into Washington where they were analyzed by the Chief

of the Cryptography division for code messages."

Gave Instructions

In conjunction with the Shorewood Opportunity school, Doyle and other amateur radio operators conducted a training class in radio communication for high school seniors and others interested in learning an art that might help them if they got into service.

"We formed a Shorewood radio club in which many local boys have had their baptism in communications," he related, adding that many of the boys had gone on to earn degrees in electrical engineering.

His own interest in radio dates from World War I where he served in the signal corps. "The army had to rely on runners, carrier pigeons and motorcycle dispatch to carry messages, the art of 'wireless', as it was called, being fairly new."

Despite his consuming interest in amateur radio, Doyle claims it is "strictly extracurricular."

Sells Automobile

"My business is selling Buick automobiles," he says. To prove it, he points to the expansion program of his North Shore Buick Co. at 1325 E. Capitol dr.,



(Photo by Bertelson)

which he intends to make "one of the metropolitan area's most modern service stations."

The remodeling is scheduled for completion in mid-September, after which Doyle will leave to pursue another of his hobbies, muskie fishing. This year's destination is the area above Red Lake in Ontario. He also favors trout fishing which has taken him all over the United States.

Lived Here 30 Years

A resident of Shorewood for the past 30 years, Doyle has "watched Shorewood and Radio grow up." He is a member of the Co-operative club and of the North Shore post. A follower of local athletics, he was one

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of the founders of the annual football glory banquet.

Right now, Doyle is busy with plans for the National convention of the American Radio Relay league, to be held in Milwaukee Sept. 4-6, inclusive. His job as general chairman will leave him little time for another of his "past-times," sheephead, which he claims he is "still learning from Louis Erickson, high school athletic director."

Rev. Boucher at Chaplain's School

The Rev. Arnold R. Boucher, 714 E. Lake View ave., left Wednesday for Carlisle, Penn., where he will attend the Reserve Chaplain's School at Carlisle Barracks for a month.

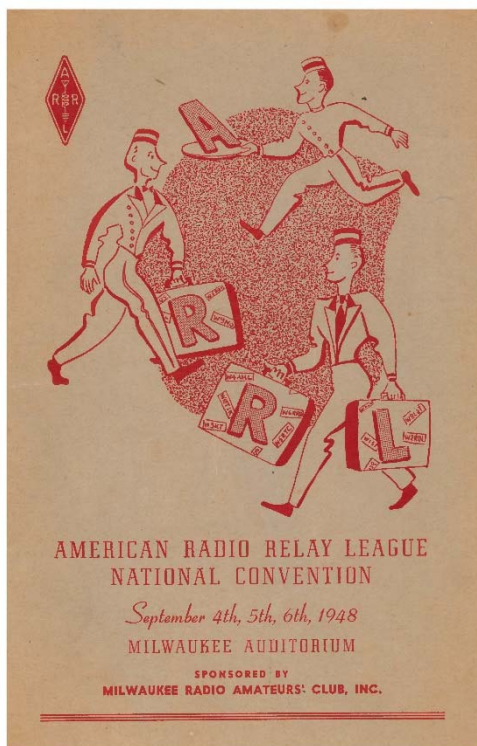
Rev. Boucher, pastor of Whitefish Bay Community Methodist church, holds the rank of major in the reserve. During his absence, guest speakers will fill the pulpit.

NATIONAL HIGH JUMP

A dozen athletes who have cleared 6 feet 6 inches or better this season, will compete in the high jump during the National A. A. U. track and field championships in the Marquette university stadium, July 2nd and 3rd.

Article in the Shorewood Herald on July 9, 1948 describing activities in Amateur Radio and his car dealership, North Shore Buick

Grandpa's short wave amateur radio station was an official outlet and relay station for a United Nations communications project. On May 17, 1948, a United Nations radio station began operation as "K2UN". Volunteer operators worldwide joined in the effort to improve communications, promote international good will and assist in areas of conflict. The first United Nations activities in short wave radio began in 1947 when United Nations observers travelled to observe and report on guerrilla fighting along Greece's northern frontiers bordering the Balkans. World War II surplus equipment were used by the observers at that time. Cooperating with ARRL and the International Amateur Radio Union, the United Nations via K2UN, established a global communications network. Grandpa was one of many operators that assisted the United Nations during troublesome times with the partitioning of India and the creation of the state of Israel.



The Milwaukee Radio Amateurs' Club, Inc.

The host affiliate of the A.R.R.L., the Milwaukee Radio Amateurs' Club, Inc., was founded in January, 1917, by Loy Schell Hillegas-Baird and other local radio amateurs, for the purpose of banding themselves together into a non-commercial organization which could champion their cause and provide means whereby their knowledge of radiotelegraphy, radiotelephony and allied subjects could be collectively increased.

The M.R.A.C. became affiliated with the League in December, 1919, and now rightfully prides itself as being the oldest member club in continuous operation.

The radio amateurs of Milwaukee County welcome you to the first National A.R.R.L. Convention in ten years.



JOHN DOYLE, W9GPI
General Convention Chairman

Program Cover and page 3 of the ARRL National Convention in Milwaukee

Grandpa had a three foot tall stuffed emperor penguin in his basement. The mounted penguin was given to him in recognition for helping communications with U.S. Navy service members stationed in Antarctica. Navy personnel were stationed in Antarctica for long periods during the U.S. involvement with the International Geophysical Year. This event was an international scientific project involving collaboration of scientists from 67 nations. Many significant scientific findings and events took place during the International Geophysical Year (July 1, 1957 to December 31, 1958) including the Soviet Union's launching of Sputnik into orbit, the U.S. launching Explorer I into orbit, discovery of the Van Allen Radiation Belts and defining mid ocean submarine ridges which was important in confirming the theory of plate tectonics.

Without short wave radio, those stationed in Antarctica were unable to speak with relatives or have any contact with the outside world. Grandpa coordinated telephone conversations with short wave radio as the intermediary to permit husbands to talk to their wives and other relatives during holidays, birthdays and other events. Grandpa also offered his expertise to assist military and scientific personnel stationed in Greenland and received a certificate of appreciation in 1960. This certificate is in **Appendix H**.

Childhood memories in the basement include watching Grandpa's home movies. My sisters and cousins would gather in front of a portable movie screen and Grandpa would operate

the 8-millimeter projector. Many of these episodes resulted in film mishaps with abrupt interruptions of the show when the film would jam, rip or tear in the projector. I remember instances of the heat of the projector lamp burning film in the projector during a jam, displaying the image of the burning, melting celluloid on the projection screen. Grandpa would shout and swear when things did not function properly. Mostly, the movies were displayed to our heart's content and greeted with cheers and laughter. The subject matter of the home movies typically included the grandchildren present during the viewing. We were delighted to see ourselves on the "big screen". Grandpa's movie making is another example of his love for gadgetry and mechanical devices. He was good at it. For interior lighting during video shoots, he used a 3-foot hand held boom with mounted high intensity electric light fixtures. Turning on this powerful light source emitted an intense light powerful enough to temporarily blind you. We smiled anyway. Aunt June served as the Movie Director – ordering the kids to jump, run and move around. Without Aunt June's involvement, Grandpa's home movies would have had squinting, motionless subjects and no action. Grandma and Grandpa were one of the first households to have a television in the early 1940's and had the distinction of installing the first automatic dishwasher in Shorewood.

Grandpa occasionally attended St. Roberts Parish Catholic church located at 2214 Capitol Drive in Shorewood. Although not interested in regular attendance, Grandpa was held in high regard by the priest because North Shore Buick provided a new car each year for the priest's use. My sister, Lea Sund (born April 26, 1952 with the maiden name Susan Lea Evenson) remembers attending mass with Grandpa and my cousin Maureen Helm (born November 23, 1954 with maiden name Maureen Doyle) for the first few minutes and then ducking out a side door to enjoy ice cream at the soda fountain at the drug store across the street. It would be difficult to say Grandpa was an observant Catholic. He was not buried in a Catholic cemetery and the memorial service took place in the funeral home, not a church. Grandpa probably identified with the religious persuasion of his grandfather, Vine, an independent minded Protestant until converting on his deathbed only because he wanted to be buried next to his wife.

Grandpa's mother, Margaret (maiden name Maroney) was an evangelical Catholic and did not like the situation of her son marrying a Lutheran like Elsa Oestreich. The Oestreich family belonged to a church within the Wisconsin Evangelical Lutheran Synod, a severe following that did not approve of card playing, dancing or membership in fraternal organizations that require an oath. Of course, none of this type of thinking agreed with Grandpa. It is safe to say that my

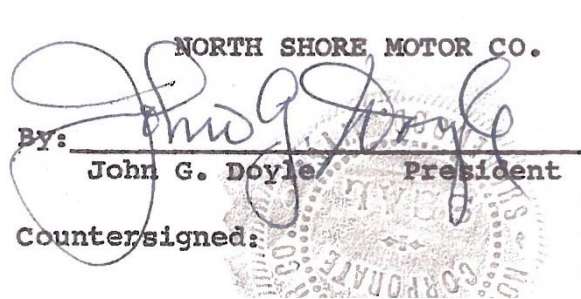
grandparents were surrounded by religious controversy and did not enjoy much common ground with extended family members on the subject of religion. Probably the most poignant example of this was when Grandpa's Mother, Margaret, took my Uncle Jack as an infant and had him baptized by a Catholic priest. This was done without Grandpa and Grandma's knowledge or consent.

Grandpa was involved with other community organizations. He helped raise money for a Boy Scout camp for the youth of Shorewood and Whitefish Bay. During World War II, he coordinated the assembly and distribution of holiday gift boxes to all military service members from Shorewood. These gift boxes contained cigarettes, candy, chewing gum, socks and other items in a tightly packaged cardboard box. My mother remembers piles and piles of materials in the basement and the entire family involved for days in preparing the numerous shipments. Grandpa coordinated the donation of materials, raised money for the project and pulled together all the logistics to make this project happen. Grandpa was also involved with his community by promoting local athletics, especially football. He helped found the annual Football Glory Banquet to recognize local youth talent on the gridiron. He volunteered to help the local police department to help implement radio communications in patrol cars in the 1930's. Grandpa trained high school seniors in the use of Morse code with several of his students later earning degrees in electrical engineering. Grandpa was named Shorewood Man of Year in 1967 in recognition of his lifelong passion for education, civic duty, amateur radio, promoting local sports and his role as a leading business leader.

I remember a story about Grandpa in the basement, operating his ham radio. Grandma was suddenly startled while upstairs in the kitchen by the sound of a gun shot from the basement. Grandma yelled, "That's it! He's finally done it!" Thinking she would discover his suicide as she descended the stairs, Grandma instead found him smiling, pistol in hand. Grandpa shot a rat that had fallen into the window well. The rat was moving wildly and jumping up to escape from the window well. His shot went directly through the glass window to kill the rat as it was jumping. Grandpa had used the 22-caliber Colt Woodsman pistol to dispatch the rat. This is the same pistol he used when muskie fishing at Elcho, Wisconsin.

Grandpa's name is confusing. His correct legal name appears on his military draft exemption registration card and military service record: "Gordon John Doyle". In his early years, he was known as Gordon. Grandpa switched to using the name "Jack" during his adult life but also went by the initials "J.G.", presumably representing his legal first and middle name. His

initials were actually “G.J.” but he must not have liked how that sounded and used “J.G.”. Grandma would sometimes call him Gordon but only when she was mad at him. He signed legal documents as John Gordon Doyle instead of his legal name Gordon John Doyle. Even the name on his obituary is incorrect, listed as John G. Doyle. In later years, Grandpa was known to lie about his age to make himself younger than his actual age. He was interested in presenting the best possible public image and he adjusted his name and stated age during his life to achieve the greatest appeal.



Signature on a legal document dated October 27, 1961

Our family spent every Thanksgiving and Christmas at Grandpa and Grandma Doyle’s house. These holidays always included my Aunt June, Uncle Bob, Uncle Jack and Aunt Helen and their children, my Doyle cousins. Uncle Jack carried on in his father’s footsteps by owning a car dealership of his own, Jack Doyle Motors in Menomonee Falls, Wisconsin. After Grandpa’s death of cardiovascular disease on May 13, 1968, we shifted Thanksgiving family gatherings to Uncle Jack and Aunt Helen’s home in Menomonee Falls, Wisconsin. That tradition continued until Uncle Jack’s passing on May 15, 1981. Uncle Jack also suffered from cardiovascular disease. Grandma Doyle moved to Coral Springs, Florida in the early 1970’s and remained there until her final years spent living with my parents in Waukesha.

In 1973, I grew a large marijuana plant in my parent’s home. This fine specimen grew in a ceramic crock and rose to a height of 5 feet, dominating the south wall of our dining room. When Grandma visited at this time, she said “What do you have here! I remember this plant. We used to pick it and smoke it. We called it weed”. Grandma Doyle passed away at the age of 86 years on October 24, 1984.



Grandpa Doyle, looking to his left, at Christmas time with my sister Nancy holding a doll in the foreground. This photo was taken in the mid-1950s.



Grandma Doyle in profile with my mother and brother John. Photo taken in Florida around 1972.



Jack Clement Doyle, "Uncle Jack", photo taken at my parent's dining room in Waukesha in May 1981.



Aunt Helen on the left, with my mother. Photo taken at Christmas time in the mid-1950's at Grandpa and Grandma's house on Wildwood Ave. in Shorewood.



My parents with Aunt Helen. Photo taken in Waukesha approximately 1963.

I realize that many extended family members have heard these stories over the years. It is my intention to reflect on experiences of preceding relatives so that they can live on in our memories. My hope is that others will remember these times and the events that helped shape our lives. Please feel free to email me at the address on the cover to provide suggestions to improve this narrative or offer additional memories of the life and times of Grandpa Doyle.

Obituaries

John G. (Jack) Doyle, 70, 4331 N. Wildwood ave., died unexpectedly at his home Monday morning due to a coronary attack. Mr. Doyle had suffered a stroke during a Florida vacation two months ago.

Services were held Wednesday at Wisconsin Memorial Park chapel. Pastor Warren K. Sigwalt, North Shore American Legion Post chaplain, conducted the service.

Last year Mr. Doyle was the recipient of the Shorewood Men's club's first Man of the Year Award. This was for his many hours of public service without pay as a "ham" radio operator in civil defense and training. He was also named in 1967 as Wisconsin "Ham Operator of the Year" by the Amateur Radio Relay league. In 1963, he was named national Ham Operator of the Year by the same group.

Mr. Doyle trained young men going into service in World War II in radio operating, and received the Selective Service medal for secret service work in that war. He served in the signal corps in World War I.

Mr. Doyle retired in 1953 as president of North Shore Buick, with which he had been associated for 30 years. Since then, he had been associated with his son Jack Doyle, Menomonee Falls, in the Jack Doyle Agency, Germantown.

Mr. Doyle was born in Portage, Wis., but came to Milwaukee as a youth. He attended the old Marquette academy. His wife is the former Elsa Oestreich. They moved to Shorewood about 30 years ago.

Mr. Doyle was a past president of the Shorewood Men's club, and past president of the former North Shore Assn. of Commerce. He was a member of Milwaukee Elks Lodge No. 46; Public Safety

Commission Officers, inc.; and the Amateur Radio Emergency Corps. He was active in Boy Scout work for many years.

Survivors in addition to his wife and son are daughters Mrs. Robert D. (June) Gleason, St. Louis; Mrs. Ward (Sue) Evenson, Waukesha; and Jean Doyle, at home; brothers Frank, Birmingham, Ala., and Howard, Tullahoma, Tenn.; and eight grandchildren.

Grandpa's Obituary published in the Shorewood Herald May 16, 1968

Appendix A
World War I Military Service Record
Sergeant Gordon John Doyle



Gordon John Doyle

Place of birth: Portage, Wisconsin

Date of birth:

Eye color: Blue

Hair color: Blonde

Complexion: Light

Height: 5'10"

Residence at enlistment: Milwaukee, Wisconsin

Age at enlistment: 23

Entered: Milwaukee, Wisconsin
(Place)

1 November 1918
(Date)

Organizations: Motor Transport Corps Mechanical Repair Unit 305

Grades: Sergeant

Serial Number: 5589712

Engagements: None

Served overseas: No

Remarks: None

Honorably discharged: Camp Jesup, Georgia
(Place)

17 March 1919
(Date)

Appendix B

Letter to Gordon John Doyle from the
Milwaukee Fire and Police Commission

May 3, 1957



FIRE AND POLICE COMMISSION
SAFETY BUILDING • MILWAUKEE 3, WISCONSIN

FRANK HODIK
Chairman
RICHARD BLOCK
Vice Chairman
AUGUST REISWEBER
JOHN A. SERAMUR
ALBERT PAWLAK
Commissioners
GEORGE A. RUGER
Chief Examiner
and Secretary

May 3, 1957

Mr. J. G. Doyle
4331 North Wildwood Avenue
Milwaukee 11, Wisconsin

Dear Jack:

In response to your request for information regarding your father, John H. Doyle, as to his record with the Milwaukee Fire Department, the following information is on file in this office:

John Doyle applied for position of Pipeman on June 1, 1896.
Information given in his application: born, Doylestown, Columbia County, Wisconsin, April 22, 1868; address 200 Grove Street; lived in Milwaukee for 10 years; married; two children; weight 175 lbs.; height 5'9 $\frac{1}{2}$ "; employed by C. M. ST. P Ry.
Passed examination June 20, 1896.
Named on eligible list of June 30, 1896.
Passed medical examination April 25, 1898.
Appointment confirmed by Commission May 31, 1898.
Sworn in June 1, 1898. (Appointment notice mailed to 367 Troop St. Chicago)
On appointment was assigned to Engine Co. 23.
Passed Lieutenant examination June 11, 1903.
Appointed Lieutenant September 1, 1903 - assigned to Engine Co. 15.
October 6, 1905, transferred to Engine Co. 13.
January 21, 1907, transferred to Engine Co. 29 (Fireboat).
Off- illness, November 19, 1907 to December 3, 1907.
October 1, 1908, transferred to Engine Co. 3.
Injury- line of duty, April 10, 1909 to June 1, 1909.
March 1, 1910, transferred to Engine Co. 18.
Off- illness, December 24, 1910 to December 28, 1910.
Injury, November 21, 1911 to February 26, 1912.
Promoted to Captain November 1, 1912, assigned to Engine Co. 29 (Fireboat).
October 26, 1913. lost life at Goodyear Rubber Company fire.

John Doyle.

On Sunday, October 26, 1913, at 7:29 P.M., the first alarm of fire was received from the Goodyear Rubber Company, 382-384 East Water Street (old number on what is now North Water Street). As the flames spread rapidly through the upper floors, a second alarm was sent in at 7:34 P.M. and a third alarm at 7:39 P.M. The building was covered with streams from front and rear and no fear entertained that the flames would get beyond control, when, without the slightest warning, there was a terrific explosion which completely wrecked the building, as well as two adjoining buildings, burying men and apparatus under the falling walls.

Eight members of the Fire Department and one member of the fire insurance patrol lost their lives. Twenty more were taken to hospitals suffering from injuries.

This catastrophe cast a gloom over the entire city and resulted in a thorough investigation by District Attorney Edw. J. Yockey and Coroner Fred Luerig. As the building had been so completely wrecked, nothing definite was established with reference to the cause of the explosion and no action was taken. It had been rumored that dynamite was the cause.

Those members of the Fire Department who lost their lives at the Goodyear Rubber Company fire were:

John Doyle, Captain, Engine Co. 29 (Fireboat),	Appointed June 1, 1898.
John Fenske, Pipeman, Engine Co. 4,	" Dec. 1, 1907.
William Graf, Pipeman, Engine Co. 4,	" Oct. 1, 1912.
Walter Freytag, Pipeman, Eng. Co. 29 (Fireboat)	" June 1, 1912.
Timothy E. Dwyer, Truckman, Truck Co. 8,	" Dec. 24, 1908.
Max Flaeschel, Truckman, Truck Co. 8,	" Oct. 2, 1911.
George Clausen, Asst. Chief's Driver,	" Oct. 2, 1911.

Injured and died as a result on November 5, 1913 --

August Pagel, Pipeman, Engine Co. 10,	Appointed May 1, 1913.
---------------------------------------	------------------------

The above is about all I've been able to find, Jack. I hope it will give you the information you asked for.

73

Geo. A. Ruger
Geo. A. Ruger, Chief Examiner and Secretary.

GAR/vwg.

Appendix C

Letters from Grandpa's brother, Francis Doyle,
to Aunt June (June Doyle Gleason)

Aunt June, married to Robert Gleason on September 9, 1948 and was
Gordon John and Elsa Doyle's oldest child

Hydra Service Inc.

Specialist in Fluid Movement

P.O. BOX 365

WARRIOR, ALABAMA 35180

PHONE 647-5326

(205)

7/28/87

Dear June: Sorry it took so long to put this brood list together, but its finally done and I'll mail it today.

About ten days ago I called Howard and he told me I would hear from you.

As far as Vine Doyle is concerned, I dimly remember him as an invalid in a chair on the porch of their home at Doylestown, and a later trip by the family up there for his funeral. If Maude Doyle is still alive she can give you a lot of details. She and your father were about the same age and she spent a lot of time at Doylestown.

Your father took me by Doylestown a couple times on our fishing trips. He spent some time up there and told me about the times he'd made rounds with Vine, calling on sick cows and horses etc. Vine was a veterinarian, and I believe Jack inherited some of his medical books. Jack said the old man would stop at the local pub, get a pint of hooch and when they crossed the creek bridge he'd throw the empty in the creek. During the War between the States he procured horses and mules for the Union Army, inspecting them and seeing that they went to some camp near Madison.

The first dentist that worked on me was a Dr. Hall who came from up there and he would fill me full of stories which I carried back to Margaret. Hall knew everyone up there apparently. Margaret would say "that old fool Hall ought to know enough to keep his mouth shut."

Someone told me that when Grandma fussed at him Vine would tell her it was her irish heritage that made her that way. His favorite remark to her was that if he had a drop of irish blood in him he'd go to the creek and bleed it out.

Grandma Doyle spent a lot of her old age with us on Holton St. She taught me how to play checkers. And, one morning when I went to her room to wake her up I saw her teeth in the water glass and was horror-stricken. I ran to the kitchen and told Margaret about it and she calmed me down. She also spent a lot of time at Mena, Ark. I believe she had a sister that lived there, married to a guy that was a wheel in the Mena school system. He was a university graduate and his hobby was fruit trees. He helped a lot of farmers in the Mena area. Sorry I do't remember his name.

I do remember a Jerry Doyle visiting us for a few hours on Holton St., and he was from Aberdeen, South Dakota

Your father loved Vine, I could tell by the way he talked about him, and I'm sure he was Vine's favorite off spring.

P.S. Zella has developed a case of diabetes and I now spend all my time at home. The diabetes is under control but the after effects are a problem.

Frank

2-5-89

Dear June:

Your father was the expert on the Doylestown end of the family. He kept up with the Kehoe's etc. I have a faint memory of going to Graddfather Doyle's funeral at Doylestown. Maude was the expert on that.

Grandfather Maroney and his wife lived in Milwaukee for some years before departing this vale of tears. He was the guy that came from Ireland (with his wife, and bought a farm near Troy, N.Y. only to arrive at the conclusion he had made a big mistake because it turned out he bought the place sight unseen and found out he owned a couple of lakes which were not much good for planting corn, potatoes or other crops. He had worked at a foundry or some such thing in Ireland. He wound up somehow at Briggsville, Wis. and my mother told me that one of her memories covered a blind horse he had bought without knowing it was blind and Margaret led the horse while plowing on the Briggsville farm.

That farm was somewhat a success but as his sons grew up they went to work in Milwaukee, for railroads etc. When the old man got bushed from the farm deal he moved to Milwaukee after selling the farm. He had hoped one of his sons would take it over. Your father told me on one of our fishing jaunts that Grandpa Doyle, who became a veterinarian, and lived on a small farm just out of Doylestown, would stop at Kehoe's saloon when he started his rounds in the morning and get a pint of booze. He would empty it by the time they crossed the creek on the way out of town, and throw the empty bottle in the creek. I do know this, he was very fond of your father because all of his text books were left to Jack, and were kept in an old glass front case in Jack's room on Holton street.

Dear old Maude should remember a great many things, told her by her father. His name was Bill. Bill and Jack, back when they were young, went to one of the gold rushes in Colorado to seek their fortunes. Grandma Doyle packed a large basket full of chicken and other goodies which they carried with them. After a nap that night Jack woke up first first, and ate all of the chicken in the basket. He wrapped the bones up in the napkins and put them back in the basket. When Bill came alive he shook Jack and suggested they eat some chicken. Bill found the wrapped bones and chased Jack all over the train.

I heard that Grandma Doyle was a fussy character, and when she'd get after Grandpa his favorite remark to her was he was glad he was not Irish, and if he had one drop of Irish blood in his veins he, he'd "go to the creek and bleed it out". He must have been a good vet. He was asked to buy horses for the union army during the Civil War and they were taken to Fort Randall, the main collection point in the State.

When I was quite young, and needed some dental attention, I was sent to a Dr. Hall. He'd tell me some of the stories about the family characters, and I'd tell Margaret about it when I'd get home. She arranged to change dentists after a few of the stories I brought home.

One of my favorites was the statement made by ^{my} father at some sort of party when they met a couple they had not seen in some time. The group were all married couples except one pair that had been dating for years. The girl made the remark that she wished she and her boy friend could get married, but felt they could not afford to do it. She made the remark that she'd be willing to live on bread & water. His remark was that if she would furnish the bread he'd work like hell to get the water."

By the way, our grandson, Barbra his wife, and their two children came by yesterday to see us. Trey, the boy, is Francis J. Doyle the 3rd., he's in fourth grade. His sister Lindsey is in a pre-kindergarten class. He's a Doyle in every way including looks. She really looks like her mother, and a very beautiful child. So things keep moving. I turned 83 yesterday, Zella is twenty-one days younger. Life keeps moving, and it's all wonderful. Twenty

The lakes on Grandpa's
Troy, N.Y. farm are
now "Twin Lake's" or
so I've been told.

HOVE
Francis

Appendix D

The Walker Tragedy

Excerpt from:

History of Lycoming County Pennsylvania

edited by John F. Meginness; 1892

Internet location:

<http://www.usgennet.org/usa/pa/county/lycoming/history/Chapter-12.html>

CHAPTER XII.

THE FAIR PLAY SYSTEM.

THE WALKER TRAGEDY.

In June, 1790, an affair occurred on Pine creek which caused much talk as well as trouble. It was known as the "Walker tragedy." At that time Seneca Indians were in the habit of coming from their villages on the Genesee to hunt along Pine creek, and they frequently remained till late in the fall. They were on good terms with the whites and often stayed over night at their houses, sleeping on the floor, Indian fashion, before the fire which burned in the chimney places. They kept up this practice until the last Indian disappeared.

At the time mentioned, three brothers, Benjamin, Joseph, and Henry Walker, lived on a farm not far above the mouth of Pine creek. Their father, John Walker, was killed and barbarously scalped at the time the Lee family were so atrociously murdered by a band of marauding Indians in August, 1782, a few miles above Northumberland. Two Indians, one middle-aged, the other quite young, came into the Pine creek settlement on a hunting expedition and remained for some time. One day they were at the public house of a man named Stephenson, near the mouth of the creek—probably where the public road crosses that stream. A number of men were collected there, the Walker brothers being among them. The Indians became intoxicated and performed some drunken antics for the amusement of the spectators. The older Indian threw himself on the ground before the Walkers, and making the most horrid grimaces said: *"This is the way your father acted when I killed and scalped him!"*

The brothers became greatly enraged at this shocking and tantalizing exhibition by the drunken Indian, who thus boasted of having murdered their father, and mockingly described his death struggles when he tore the scalp from his head. This fiendish exhibition caused their blood to boil with rage and they swore vengeance on the savage, and would have torn him from limb to limb at once but for those present.

That evening they persuaded Samuel Doyle, a bold frontiersman, to accompany them a short distance up the creek, when they planned the murder of the two Indians. They boldly went to their camp and announced their intentions. The young Indian begged piteously for his life, declaring that he was not concerned in the murder of the elder Walker, but his appeals were unheeded and he was quickly tomahawked. The older Indian was then attacked and a desperate struggle ensued, in which knives and tomahawks were used. He fought desperately for his life and wounded two of the Walkers, and probably would have killed them, had they not succeeded in shooting him through the head. They then sunk the bodies in the creek not far from where the Phelps, Dodge & Company saw mills were afterwards built.

The sudden disappearance of the Indians caused some surprise in the neighborhood, and the Walkers were suspected of having killed them; but as almost everyone felt that they deserved death for their conduct their disappearance was soon forgotten. In a short time there was a rise of water in the creek and the dead bodies were washed on a gravel bar not far from where they had been thrown. The murder now became the subject of much talk; some asserted that the Walkers were justified in doing what they did, whilst others thought that as the deed had been committed in time of peace it was a grave violation of law and might cause trouble with the Indians.

In course of time information of the affair reached the ears of the authorities and caused a feeling of uneasiness. When the friends of the Indians learned how they had been treated by the whites, they became greatly excited and threatened to descend Pine creek in force and avenge their deaths. This threat alarmed the authorities and they promptly condemned the act of the Walkers and took steps to arrest them.

The people well knew the revengeful spirit of the Indians, and as reports reached them that they were greatly agitated and threatened to raid the settlement along the creek, they became much alarmed for their safety, and failing in their efforts to arrest the offenders, they straightway petitioned the Governor and Supreme Executive Council. The petition, which never was printed before, is given herewith. It shows the names of the residents on both sides of the creek at that time:

To His Excellency Thomas Mifflin, Esquire, President, and the Supreme Executive Council of the State of Pennsylvania:

The humble petition of the subscribers, inhabitants of the westward part of the county, of Northumberland respectfully sheweth: That your petitioners failing in their attempts to apprehend and secure the bodies of Benjamin, Henry, and Joseph Walker, and Samuel Doyle, the persons who lately killed the two Indians at Pine creek; and they having fled from the county, puts it out of our power to do anything further therein. And the settlement at and near Pine creek is likely to be evacuated on account of the dangers they suppose themselves liable to by the Indians hunting on the head waters of the creek; the settlers for seventeen miles are now moving, and they doubtless will be followed by others, which will ruin this new settlement, which is only beginning to recover [from] the damages they sustained by the late war, unless speedily stopped.

We therefore humbly pray your Excellency and Council to take some speedy and effectual method for securing the settlers on the frontiers by treaty or otherwise; and at the same time to adopt some speedy method for our aid and support, in case the Indians should make a descent upon our settlement, and your petitioners will ever pray, etc.

Pine Creek, July 4, 1790.

The petition was signed by Robert Crawford, James Chatham, William Dunn, Sr., Alexander Porter, Samuel Quinn, Thomas Nichols, Ephraim Morrison, James Erwin, James Fields, Barnabas Parsons, Robert Fleming, William Hepburn, Thomas Forster, William Bell, James Long, David Lusk, William Dunn, John Jackson, Robert King, Richard Salmon, Thomas Greenwood, Isaac Luse, John McMichael, Samuel Marrison, Jr., William Winter, George Fredericks, Alexander Johnson, James McClure, John Wilson, Ez. Smith, David Hanna, John Maffet, Arthur Bell, Matthew Adams, James Jackson, John McCormic, Brattan Caldwell, John King, John Anderson, James Lee Crawford, Joseph Cogley, Hugh White, James Wilson, Thomas Golaugher, George

Nilson, Jacob Tomb, William Custard, Samuel Torbert, Edmund Huff, Robert Lee, William Glass, James Thompson, James Dunn, Robert Moore, P. J. Moore, Frederick Hill, John Parrey, James Crawford, Benjamin Demill, George Caihour, Anhalle Stewart, and James Stewart.

When the Governor received this petition he was much exercised, as he did not want trouble with the Indians on the frontier. At a meeting of the Executive Council, July 9, 1790, official information of the murder of the two-friendly Seneca Indians on the 27th of June was laid before that body, and a proclamation was at conviction of the Walkers once issued offering a reward of \$800 for the arrest an and Doyle or \$200 for any one of them.

On the 17th of August John Robinson wrote to Col. Thomas Proctor, from Pine creek, as given below:

SIR: I desire to inform you that Messrs. Benjamin Walker, Henry Walker, James Walker, and Samuel Doyle have upon mature deliberation been convinced of their error and are willing to give themselves up to stand their trial according to law. They most earnestly solicit your friendship, and pray you would use your interest and endeavors in their behalf with the Council, in order to mitigate their fault, which they are, from all appearance, very sorry for, and have petitioned the Council for their pardon, and knowing there has been some correspondence between you and my father, have desired me to write to you and state their inducement for killing the Indians, and my desire being great for the preservation of their lives, which I now earnestly crave, I will now give you their reasons for killing the two Indians, which are as follows: One of the two Indians they killed vaunted of his taking twenty-three scalps. One of the scalped persons being alive, is willing to give in on oath that he scalped a woman at the same time their father, John Walker, was killed and scalped, which was their inducement for killing them.

The writer of this letter was a son of Capt. Thomas Robinson, who rebuilt Fort Muncy, and took such an active part in defending the frontier. And while it is believed a large number of the settlers quietly sympathized with the Walkers for what they did, they were forced to publicly denounce the killing in order to keep on good terms with the Indians. An Indian who publicly boasted of having taken "twenty-three scalps" deserved killing, even if peace did exist. The woman he scalped, and who recovered, was the daughter of Claudius Boatman, and they both lived and died on Pine creek. It is not likely that she entertained much sympathy for the Indian on her own account-much less on the account of her mother, who was killed at the same time.

The authorities, to show their good faith in this matter, promptly dispatched "an express" to inform the Indians that they did not approve of the act. He found them greatly irritated, but owing to the influence of Cornplanter a war party was prevented from starting to take vengeance on the frontier settlers.

On the 23d of September, 1790, William Wilson informed Governor Mifflin by letter from Northumberland that he had engaged Thomas Rue, Jr., to go in pursuit of the Walkers and Doyle, and to take such persons with him as he could confide in. He started for Pine creek, but a few days before his arrival sixteen persons residing on the creek, banded together to take the Walkers, but being informed of what was going on they disappeared. Rue went upon the ground secretly and soon found Doyle, whom he arrested and sent him to jail at Lancaster. Mr. Wilson said further that he expected to secure the Walkers, as he had several persons in pursuit of them.

In another letter from the same place, dated September 29th, he informed the Governor that he had drawn on him "for fifty specie in favor of Hepburn and Cowden," for assisting in the arrest of Doyle and taking him to Lancaster. The Walkers, he said, were still at large, and as the people sympathized with them, he had little hope of securing them. Some persons thought it would be better to have them "outlawed," as well as those who were secreting them.

Strenuous efforts, however, continued to be made by the authorities to arrest the Walkers to appease the wrath of the Indians, and on the 16th of November a conference was held at Tioga Point, which Colonel Pickering attended as a commissioner in behalf of the State. Red Jacket and Cornplanter were present, and after a formal consultation, and the assurance on the part of Colonel Pickering that everything possible was being done to bring the offenders to justice, they expressed themselves as satisfied.

A deputation had also been sent to Canandaigua by Council bearing a copy of the proclamation, and to apologize to the Indians for what had occurred, and assure them that the authorities disapproved of the crime. The deputation returned bearing a string of wampum from the chief counsellors and warriors of the Seneca tribe, which was a token of peace and amity.

The Walkers, it seems, were secreted by their friends, and the officers failed to find them. As might have been expected in a community that had been so frequently assailed by the savages, who had mercilessly butchered their wives and children, burned their dwellings, and desolated their fields, there would be little disposition to deliver up those who had taken it upon themselves to be the avengers for such terrible outrages. The result was that the Commonwealth failed to secure the Walkers.

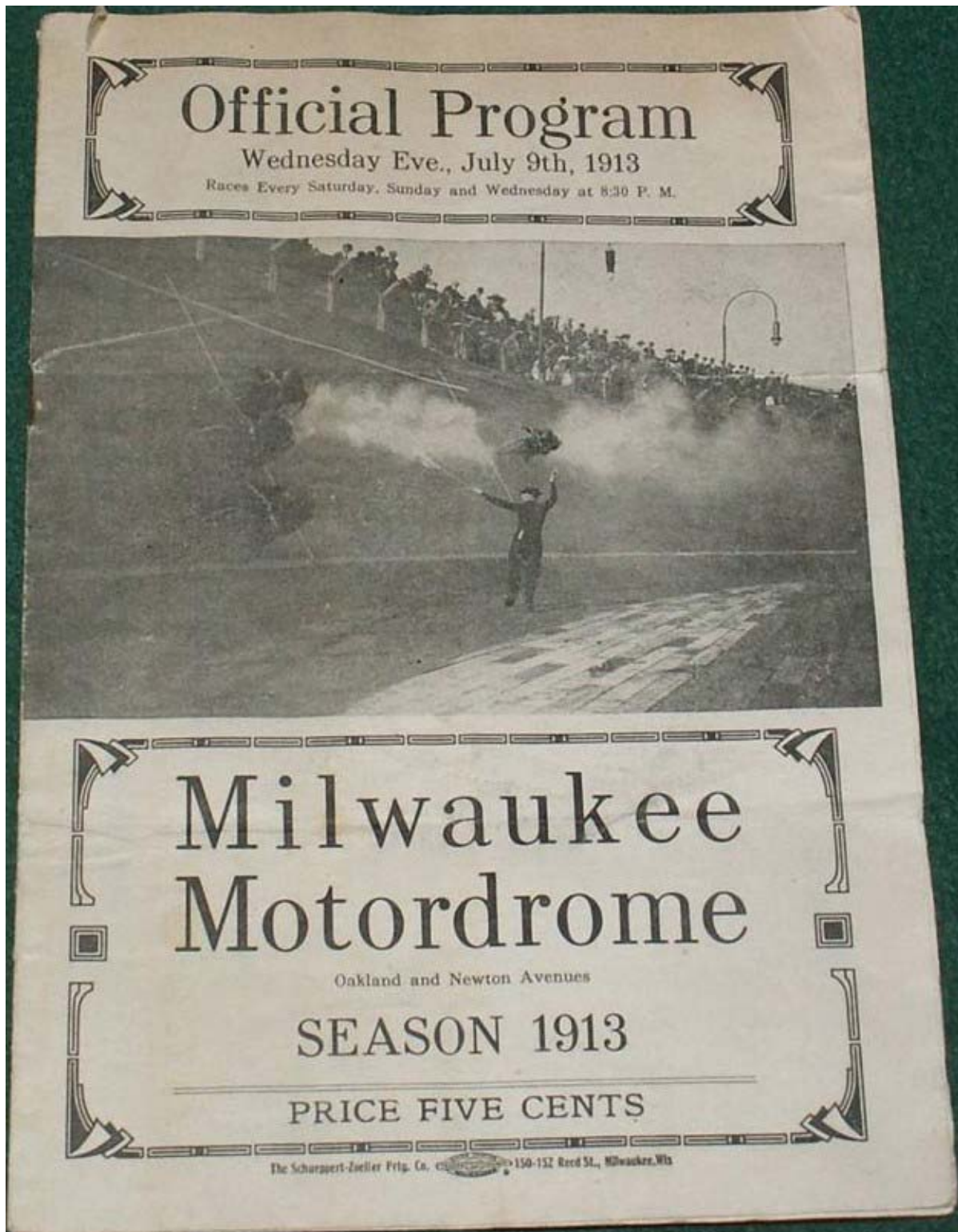
Doyle was arrested, September 25, 1790, by Thomas Reese and Jacob Maclay, and delivered to the jailer of Lancaster county November 12th. He was indicted by the grand jury of Northumberland county, at Sunbury, for murder, tried, and acquitted, the jury declaring "upon their oath and affirmation that the said Samuel Doyle is not guilty of the felony and murder whereof he stands indicted." Thomas McKean, chief justice of the State, presided at the trial; William Bradford, attorney general, conducted the prosecution, but it does not appear who defended him.

Doyle located at Bath, New York, soon after it was founded and lived there until he died. It seems strange that he should take up his residence near the Seneca country, where the friends of the Indian he assisted in killing lived. The Walkers, who escaped, were lost sight of for some time. In 1798 one of them located in what is now Steuben county, New York, where he lived for several years. He occupied a log cabin and spent most of his time hunting, remaining in the woods several days at a time. What became of him and his brothers is unknown.

Appendix E

Race Records for Red Parkhurst

Pages from the July 9, 1913 Milwaukee Motordrome Official Program
and 1914 Milwaukee Journal articles and advertisements May 27, 30, 31,
June 8, July 6 & 8 1914





TRACK OFFICIALS

General Manager - - - Robert Tomsen
 Referee - - - H. E. Baldwin
 Clerk of Course - - - Albert Trepke
 Judges: C. A. Carpenter, August Mueller, Joe Langtry
 Scorers - - - Emil Schoene, Carl Eschrich
 Starter - - - H. E. Baldwin

The spectators are requested not to lean on the railing and are warned against throwing anything on the track as it is dangerous to the riders.

Races Every Wednesday, Saturday and Sunday at 8:30 P. M.

FOR YOUR INFORMATION

The track measures one fourth of a mile at the pole line (4 laps to a mile.) It is banked at an angle of 55 degrees.

All races are run with a flying start. A pistol shot is fired at the start and finish. A gong is sounded at the beginning of the last lap in each heat.

Races start at 8:30 p. m., Wednesday, Saturday and Sunday evenings.

A red light located above the finish line will be lit at the start and extinguished at the end of a race.

The start of the last lap will be announced by a bell and white flag. At the finish a red flag is dropped and pistol fired.

The white lines circling track denote pole.

Rider leading must hold the pole. Riders passing must pass above him.

Riders numbers subject to change.

Conducted under the rules and sanction of the Federation of American Motorcyclists.

SPEED TABLE

Time in minutes and seconds per mile expressed in miles per hour.

Time	Speed	Time	Speed	Time	Speed
1.00	60	.50	72	.40	90
.99	61.02	.49	73.47	.39	92.31
.98	62.07	.48	75	.38	94.74
.97	63.16	.47	76.59	.37	97.29
.96	64.28	.46	78.26	.36	100
.95	65.45	.45	80	.35	102.86
.94	66.67	.44	81.82	.34	105.89
.93	67.92	.43	83.72	.33	109.09
.92	69.23	.42	85.71	.32	112.50
.91	70.68	.41	87.80	.31	116.63
				.30	120

EXAMPLE:—If we desire to know the miles per hour a motorcycle is traveling when it makes 55 seconds to the mile, refer to the above table and opposite 55 we find 83.45 miles per hour.

Table Computed by Victor Page.

Announcing the Arrival of the 1914 Sturdy



Specifications:

Electric Starter; Remo Electric Generator and Lighting System; Baker Detachable Rim; 34x5 Tires; 130-Inch Wheel Base; Wisconsin Motor-Six-Cylinder Roadster, \$2,250; Six-Cylinder, Six-Passenger Touring Car, \$2,400.

Stutz Special Rear Axle; Stutz Special Transmission; Dinkins Front Axle; Split Shaft Double Distribution; Leaning; Schaefer or Stromberg Carburetor; Coast Clutch; Gemmer Steering Gear; Electric Horn; Black and Nickel Trimming; Four-Cylinder Roadster, \$2,300; Four-Cylinder, Six-Passenger Touring Car, \$2,150.

The Car That Made Good in a Day Now Making Good Every Day

Demonstration Cheerfully Given by Appointment

Geo. W. Browne
 Automobiles - - Incorporated
 458 - 460 Milwaukee St.
 TELEPHONE MAIN 1288

Event No. 3—Australian Pursuit Race.

12 laps - 3 miles

1. Wm Hamilton.....Milwaukee, Wis.
2. Jim Cox.....Dallas, Texas
5. Danny Armstrong.....Salt Lake, Utah
6. Ed. Bowen.....New York, N. Y.

Won by.....6.....2nd.....5.....3rd.....2 | 1^{4th}.....Time.....2.10¹/₅

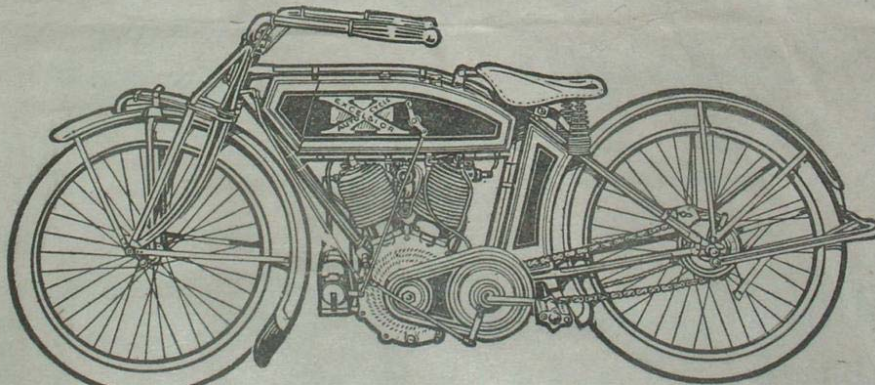
Event No. 4—Ten-Mile Match Race.

3. Glen Stokes.....Los Angeles, Cal.
4. Red Parkhurst.....Denver, Colo.

Won by.....3.....2nd.....4.....Time.....7.24³/₅

EXCELSIOR AUTOCYCLES

"The Motorcycle that Broke all Records"



Indian Motorcycle

THIS IS "INDIAN SUMMER" AT THE
MOTORDROME

Wisconsin Motorcycle Co.

188-190 FIFTH STREET

Distributors for Wisconsin and Northern Michigan

Event No. 1—First Heat of the Milwaukee Baseball Club Sweepstakes, to be run in two two-mile heats with a final of five miles. Two to qualify in each heat.

1. Wm. Hamilton.....Milwaukee, Wis.
2. Jim Cox.....Dallas, Texas
4. Red Parkhurst.....Denver, Colo.

Won by.....2.....2nd.....4.....3rd.....1.....Time.....1.25¹/₅

Event No. 2—Second Heat of the Milwaukee Baseball Club Sweepstakes.

3. Glen Stokes.....Los Angeles, Cal.
5. Danny Armstrong.....Salt Lake, Utah
6. Ed. Bowen.....New York, N. Y.

Won by.....3.....2nd.....5.....3rd.....6.....Time.....2.12⁴/₅

Contractor for all kinds of
ELECTRICAL WORK
..... ESTIMATES FURNISHED

446 East Water Street

Event No. 5—Two-Mile Time Trial.

6. Ed. Bowen..... 1.28 $\frac{3}{5}$ New York, N. Y.

*He didn't break the record -
Poor Guy!*

Event No. 6—Final of the Milwaukee Baseball Club Sweepstakes, five miles.
Manager Harry Clark, starter.

1. Wm. Hamilton.....Milwaukee, Wis.
2. Jim Cox.....Dallas, Texas
3. Glen Stokes.....Los Angeles, Cal.
4. Red Parkhurst.....Denver, Colo.
5. Danny Armstrong.....Salt Lake, Utah
6. Ed. Bowen.....New York, N. Y.

Won by.....4.....2nd.....5.....3rd.....3.....Time.....3.28 $\frac{2}{5}$

INTERCITY RACE

WILL FEATURE SPEED EVENTS
AT MOTORDROME TONIGHT.

An Intercity match race will feature tonight's program at the motordrome, racing starting at 8:45 o'clock. In this match Eddie Harmer, Red Parkhurst, F. T. Montgomery and Carl Escherich will compete.

Eight events in all are carded as follows:

First Heat Intercity Match Race, Two Miles—Harmer, Parkhurst, Escherich and Montgomery.

Second Heat, Match Race, Two Miles—Same riders.

Final Heat, Four Miles—Between riders who qualify in preliminary heats.

First Heat, Invitation Professional, Two Miles—Wolters, Cafferello, Renel and Luther.

Second Heat, Two Miles—Same riders.

Final Heat, Four Miles—Between riders who qualify in preliminary heats.

Consolation race, two miles.

Special Motordrome Purse, Five miles—Escherich, Harmer, Parkhurst, Wolter, Montgomery, Cafferello, Renel and Luther.

The motordrome purse event, which will be an added feature, will have the biggest field of the night and the distance will be five miles. In this event, the riders take down an extra purse and competition is expected to be unusually keen.

Announcement has been made that they are going to sell the Sheepshead Bay race track, the famous course of the Coney Island Jockey club.

Milwaukee Journal May 30, 1914

SEASON OPENS AT BIG DROME

BIG CROWD IS ON HAND FOR FIRST
RACES OF YEAR AT MO-
TORDROME.

The racing season of the Milwaukee Motordrome opened up last night with a crowd of about ten thousand fans on hand. Several new riders were on the job and from the enthusiasm displayed this is to be a big year for the riders of the saucer track.

The final of the invitation professional sweepstake was postponed as George Renel, the French rider was unable to get his machine in working order and the others refused to ride without him. The consolation race was also scratched and the Motordrome purse race was cut from five to three miles.

Manager Munch announces that next Wednesday will be Newsboys' night. The results of the races held last night were as follows:

First Heat, Decoration Day Sweepstakes—Parkhurst, first; Escherich, second; Harmer, third. Time 1:23:3.

First Heat, Invitation Professional—Renel, first; Luther, second; Cafferello, third. Time, 1:23 flat.

Second Heat, Decoration Day Sweepstakes—Parkhurst, first; Escherich, second; Montgomery, third. Time, 1:26:1.

Second Heat, Invitation Professional—Renel, first; Luther, second; Cafferello, third. Time, 1:24.

Final Decoration Day Sweepstakes—Renel, first; Luther, second; Escherich, third. Time, 2:45:2.

Motordrome Purse—Luther, first; Parkhurst, second; Escherich, third. Time 2:4.

*Milwaukee Journal
May 31, 1914*

DROME SPEEDER KILLED IN SPIN

**CHARLES BALKE HITS STEAM
ROLLER WHILE GOING 70
MILES AN HOUR.**

Chicago, June 8.—Charles Balke of Los Angeles, called by followers of motorcycle racing The Fearless, was killed while practicing for yesterday's meet at the Hawthorne track. His machine was turning seventy miles an hour when the rider failing to see a two-ton roller in his path, crashed into it. Balke was thrown into the air and fell heavily upon the track. His skull was crushed and back and leg broken. He was removed to St. Anthony De Padua hospital, where he died.

Balke had been warned to leave the course by Walter A. Logan, a watchman. He disregarded the warning, according to Logan, although other riders, who were practicing at the same time, left the track. Balke was tuning up his machines for a match with Bob Perry later in the day. His peculiar method of riding is said to have been the chief cause of the accident. He was doubled like a jack-knife over the machine, his shoulders lying well over the handle bars and his eyes glued to the front wheel. It is thought he never saw the roller.

HELD CHAMPIONSHIP IN 1912.

Balke was one of the foremost riders of the country. During the season of 1912 he earned the title of champion. In several match races with Jacob De Rosier, then the world's champion, Balke defeated his rival over all distances up to ten miles. Several races were run on the River-view motordrome.

In the season of 1913 his championship was wrested from him by Joseph Wolters of Chicago. After a series of defeats on the board tracks Balke took to dirt track racing, and was ranked as one of the best in the country. His most important victory was gained in the Elgin road races last year. He began racing at Los Angeles seven years ago. At the time of his death Balke was captain of the Indian team. He was married. Mrs. Balke was at his side when he died.

Local followers of the motorcycle game well know Balke, as he made his appearance on the local motordrome last season and made quite a hit. The riders that are taking part in the races at the local drome know Balke and Joe Wolters, who took his championship laurels away from him in 1913, is riding on the local saucer this year. Balke was well liked by all the riders that he competed against and was known as one of the cleanest riders that ever took part in a race.

Milwaukee Journal June 8, 1914

MILWAUKEE
M-O-T-O-R-D-R-O-M-E
 WILL OPEN FOR THE 1914 SEASON ON
NEXT SATURDAY EVE. DECORATION DAY
 MAY 30
 See the World's Greatest Speed Riders
 RACES WILL BE HELD EVERY SATURDAY, SUNDAY AND WEDNESDAY
 EVENINGS AT 8:45 O'CLOCK.
 On Oakland Avenue Car Line. J. W. Munch, Manager.

*Advertisement for the Milwaukee Motordrome in the
 May 27, 1914 Milwaukee Journal*

TALK OF THE TOWN—DON'T MISS IT
 SEE
WORLD'S GREATEST SPEED RIDERS
 IN SENSATIONAL RACES
 AT THE
M-O-T-O-R-D-R-O-M-E
 Racing Every Saturday, Sunday and Wednesday Evenings at 8:45.
 J. W. MUNCH, Manager.
 Ward's Motordrome Band. On Oakland Car Line.

*Advertisement for the Milwaukee Motordrome in the
 May 31, 1914 Milwaukee Journal*

BEST RACES OF YEAR

Big Speed Drome Celebrated Birthday With Close Brshes in Events.

The motordrome celebrated the first anniversary of its opening last night with one of the best cards of speed events that has ever been held on the track. Every race on the program proved to be a battle and some of the closest finishes that have ever been seen on the track were dished up to the fans.

Jimmy Cox won the final event of the night, a five-mile race, at the end of which the riders were so closely bunched that the judges had a hard time picking the winners. Freddie Luther finished second to Cox, and George Lockner third. Cox also won the four-mile motordrome sweepstakes.

The summary:

First Heat, John Schroeder Lumber Co., at Two Miles—George Renel, France, first; Frank Montgomery, Los Angeles, second; William Hamilton, Milwaukee, third. Time, 1:26.

First Heat of Motordrome Purse, at Two Miles—Jimmie Cox, Minneapolis, first; Ed Harmer, Kenosha, second; George Lockner, New York, third. Time—1:24.

Second Heat, John Schroeder Sweepstakes, at Two Miles—George Renel, France, first; William Hamilton, Milwaukee, second; Frank Montgomery, Los Angeles, third. Time, 1:26.

Second Heat, Motordrome Purse, at Two Miles—Harry Swartz, Dallas, Tex., first; Freddie Luther, Fort Worth, Tex., second; George Lockner, New York, third. Time, 1:21.

Final, John Schroeder Sweepstakes, at Four Miles—George Renel, France, first; Frank Montgomery, Los Angeles, second; William Hamilton, Milwaukee, third. Time, 2:51.

Final, Motordrome Purse, at Four Miles—Jimmy Cox, Twin City Motordrome, first; Harry Swartz, Dallas, Tex., second; Freddie Luther, Fort Worth, Tex., third. Time, 2:43:2.

Consolation Race at Two Miles, for Riders Who Did Not Qualify in Finals—George Lockner, New York, first; Ed Harmer, Kenosha, second. Time, 1:24.

Grand Final of Night at Five Miles—Jimmy Cox, Twin City Motordrome, first; Freddie Luther, Fort Worth, Tex., second; George Lockner, New York, third; Harry Swartz, Dallas, Tex., fourth; Ed Harmer, Kenosha, fifth. Time, 3:26:1.

Milwaukee Journal July 6, 1914

SPECIAL RACE TONIGHT

The Edward Schuster & Co. sweepstakes, arranged for tonight at the motordrome, were especially named in honor of the outing which will be enjoyed by more than 1,000 female employees of the big department store. This same arrangement, made by the Edward Schuster & Co., will be carried through by other department stores of Milwaukee. On these occasions, female employees will be the guests of their respective firms, the same plan which was so successful last season, being introduced again. These events mean an outing for the clerks and sales ladies at the expense of their firms.

The Schuster sweepstakes will be decided in three heats as follows:

Two two-bile preliminaries with six riders and a final of four miles, with five riders.

The program also includes five other events, which are enumerated as follows:

Invitation Professional—Two two-mile heats and a final of three miles.

Consolation race for riders who fail to get any part of the heat money.

Grand final of five miles, with the five fastest riders of the night in the field.

The drome is planning a number of big events, which will include a marathon of 26 miles and 385 yards, a continuation of championship match races and a pursuit race. Next Wednesday night Walter Baldwin, the youngest motorcycle rider in the world, will ride exhibition miles. Young Baldwin is a Milwaukeean, the son of H. C. Baldwin, the F. A. M. referee, and is only 5½ years old. He rides a motorcycle with the same ease and ability as a seasoned rider. He has a special built motorcycle.

Milwaukee Journal July 8, 1914 - Schuster & Co. Sweepstakes

Appendix F
Milwaukee Journal Articles dated June 7, 1914
Goodfellowship Tour from Fond du Lac to Milwaukee

MANY WILL GET TROPHY

Still Dispute as to Some Who Started Ahead of Tour from Fond du Lac

There is still some dispute as to the eligibility of several of the riders in K Division of the Goodfellowship motorcycle tour, to claim Journal medals for perfect scores. The tour committee determined, on the evidence before it Friday night, to disqualify all the riders who started from Fond du Lac ahead of the main body of the tourists. Several of these riders have since protested that they started upon the orders of their captain and that he and not they should be penalized. There will be a meeting at the club house Tuesday night to consider the matter.

Those given clean scores by the committee Friday night are:

H. H. Porter, Charles Grier, Duard Coville, William Chesak, Walter Luck, C. H. White, Howard Mann, J. L. Christensen, John Joeger, Walter Knoelke, Henry Meyer, C. T. Martin, Fred Krull, John E. Hogg, Erwin C. Justman, J. W. Harte, Charles Buff, Art Lang, E. Krumhus, Victor Schutte, F. J. Stark, Edwin Neumann, R. Eggert, Louis Hansen, H. C. Riemer, H. Otto, W. I. Ciezynski, A. Zindars, H. Morissette, A. Bohrmann, C. A. Wagner, Walter Liskowitz, A. R. Krause, A. Christoph, W. E. Landisch, Irving Janke, Joe Herr, J. F. Hartung, Art Eckes, Stanley Shurpitt, Joseph Dietz, Arthur Lulhn, William Pauls, Fred Wagner, Oscar Muehlenberg, Charles Heiden, William Cram, Alfred Steick, Paul Manz, Charles Gums, Harry Froelich, R. L. Clark, Walter Froemming, Walter Roesslett, August Sutter, A. Longauer, A. E. Waech, Ed Jaeger, Steve Koutney, Rudolph Hammann, Gordon Doyle, Louis Bietzinger, Walter Brown, J. Hoyt, E. Peters, David Clasen, Fred Kessler, F. J. Haeter, John Kuenzli, Jr., John Kuenzli, Sr., Ernest Heyen, Erwin Knocke, Julius Bauer, R. Krueger, R. C. Koenig, Robert Hermann, J. R. Shannon, Miss Lillian Hauerwas, Hugh Sharp, Charles Figer, H. Hascall, L. Oetzinger, Gustav Hahn, William Binger, E. H. Kasten, W. H. Parsons, Paul Baerman, A. Kuchinski, Frank Krause, H. W. Witt, W. A. French, R. A. Paine, Fred Odell, George Cornelius, A. G. Aldrich, C. A. Carpenter, Ed Nelson, Carl Spranger, R. M. Kibbe, Edwin Hart, James Gough, E. Miller, W. Eggert, Louis Hadfield, K. R. Hantsch, Alfred Stiglbauer, Louis Kofz, G. E. Schneider.

About half of those who finished with perfect scores won 1913 trophies and will receive bars to attach to them. The others will receive a duplicate of the 1913 trophy, a handsome sterling silver watch fob. It will take

a week or ten days to have the trophies made. When they are ready they will be distributed at the clubhouse at Thirty-fifth and Wells-sts. the date of be announced in The Journal.

That no one particular make of motorcycle has a monopoly of all the good points, efficiency and staying power, was clearly demonstrated in the tour last Saturday and Sunday. Indeed it would be a difficult thing for an expert to pick a winner, all made such fine showing. In point of numbers the Harley-Davidson had the advantage. Also, the only woman rider in the tour rode a Harley-Davidson and the Harley-Davidson truck carried baggage for the boys. There were as many Indian side-car outfits as there were of all the other makes combined and they came

through with flying colors. One man carried a double load, his wife in the side car and his sister-in-law, tandem. The electric starter attracted considerable attention. The Excelsior was well represented both with side-car outfits and single machines. Both of the tourmaster's aides rode Excelsiors. A fine percentage of "Ex's" came through with perfect scores. Only a few Flying Merkles started, owing to the fact that many of the riders of this machine were unable to leave

their work Saturday. Those in the tour held up their end with the best of them. The Thors lived up to their name for strength and reliability. They were right with the bunch through all the worst of it. There was a whole division of Feilbach Limiteds. It was thoroughly demonstrated that the word limited does not apply to the ability of the machine to negotiate bad roads. The Emblem representative found many admirers. The purring 4-cylinder Hendersons plowed right through the mud. Tourmaster Porter led the procession on a Pope. The Yales kept a coming all the time.

Be sure to read BROWNIE'S "SEE-ING IS BELIEVING" about motorcycle powers. PAGE 3.

An eastern motorcycle paper stated

that there were three perfect scores and there are several strong-armed members of the club on the lookout for the correspondent responsible for the story. He ought to be shot at sunrise. There were close to 125 perfect.

Lillian Hauerwas, the only girl rider, came through all the slop on those last forty miles without a spill and at the

finish of the tour her Harley-Davidson was the cleanest machine in the bunch.

And still they want another tour right away.

That Harley-Davidson truck looked good to the stranded riders along the road. Pedal pins were in big demand on the way home.

"SEEING IS BELIEVING"

No One Would Believe a Motorcycle Could Do So Much if He Didn't See It Done, Says Brownie

BY BROWNIE.

Seeing is believing, and for that reason I am now a willing listener when it comes to the powers and the scope of motorcycles.

I have seen them tearing around motordromes at a rate which easily established them as the last word in speed when it comes to motor driven vehicles. I have seen the riders hang on at an angle of 85 degrees.

I have seen them winding their way in and out of the congested traffic on the downtown streets, and then again

trudging along on a clear highway. I have also had them slip by on the country roads while I have also ridden one on both business and pleasure trips, and officiated on the first of The Journal's Good Fellow Motorcycle tours.

With that amount of knowledge and experience with these "fleas of the road," as the drivers of the four-wheeled motors term them, I figured that the second annual motor run under the auspices of The Journal was to be just a little diversion, without a chance of enlightenment or thrills. So when I left the Milwaukee ball team to act as referee and pacemaker for the cycle tour, it was but little anticipation of what the trip would develop.

Parade a Mile Long.

When I entered the pilot car on City Hall square, Decoration day morning, and gave the signal which started into motion 200 motors, and which stretched into a parade of over a mile in length, I little thought that after two days of travel and under such conditions as were found that I would still be closely followed by over three-quarters of the original number of starters. Had anyone told me that such would be the case, I would have plainly said that I would not believe it possible for any two or three wheeled vehicle to be driven through the sea of mud which was encountered on the last length of the trip. I would not have believed that on a tour of that kind that such good fellowship would have been displayed. So much order maintained, or such all around gameness, for it was nothing short of pure luck that kept the riders plowing through mud and miniature lakes and the driving rain which would have sent most unprotected to shelter.

Seeing Is Believing.

But seeing is believing, and after seeing such acts enacted I am free to admit that I'm much stronger for both motorcycles and motorcyclists than I was at the start of the tour.

Taking it right from the start, the tour of last season, although longer in both days and mileage, was just a joy-ride compared with the run this season. All told there were close to 200 in the parade when it left the city hall, and owing to the heavy rains of the day before a slight change had to be made in the original routing and there was some confusion in getting out of the city. As a result the singles took one route while the side cars, which were a new addition to the tour of this year, took another. Port Washington was reached before matters were properly adjusted. And from there on several minor changes were made in the routings before the final destination, Elkhart Lake, was reached. Although there was plenty of bad roads encountered during the first day's run, yet there was remarkably little trouble. And everyone arrived at the lake in good spirits.

Families Went Along.

Once at the lake the tour took on a new aspect, and it showed the possibili-

ties of other things than speed and business in motorcycles. On the tour were men and wives. In two cases the side cars carried a man's entire family, a wife and child, while one more daring rider than the other carried two women passengers, one in a side car and one in the tandem. In every case all seemed to enjoy themselves. It showed the possibilities of the motorcycle for family use and good healthy recreation. When the big supper bell at Pine Point rang out the famished crowd filled the big dining room to overflowing. The motorcycle band struck up The Star Spangled Banner and every person in the large hall was up in an instant and stood at attention until the air had been completed. Then followed the speech of welcome by Mayor La Budde of Elkhart, after which the meal progressed uninterrupted. After supper there was none of the hilariousness which one would expect. All the members of the party behaved themselves in most gentlemanly manner, and at the dance hall in the evening there was nothing but goodfellowship and good conduct.

Eager for Second Day.

The second day found all early risers and eager for the fray, and although the second day's run had not been scheduled for an early start, threatening skies found the tourists again on the way by 9 a. m. Bad roads and a couple of showers were encountered on the road between Elkhart and Fond du Lac but there were no serious delays. The noon control on Sunday was Fond du Lac, and it was not until after the tourists had left there that the real trouble was encountered. But then troubles came fast. The big pilot car started floundering around in a stretch of black loamed road just out of Fond du Lac in which and despite its chain protected wheel, it found the going heavy and skidding unavoidable. But through this the motorcycles plowed with a speed and a stealthiness which was at times uncanny. Shortly after that piece was passed a heavy shower set in and the roads began filling up with puddles which gave motoring in the big car a marine effect on every turn. But still followed this army of "fleas." Then came along a treacherous hill of red clay. Some of the riders were thrown, in fact the singles fared worse than the side cars in this going. But no matter how many times they dismounted the riders would pluckily mount again and be off in a few seconds. When Theresa was reached all were water soaked and a stop was made and once more the procession moved on to Schlesingerville where the final stop was made before the finish.

Wait at Schlesingerville.

Owing to the heavy going of the road, and at the suggestion of the riders themselves the procession was held up full a half hour at Schlesingerville to allow all the late ones to catch up with the main body, which with the threatening clouds ahead, showed the true goodfellowship of the run. In but one or two instances, did anyone see fit to take advantage of their position to beat it on toward Milwaukee. All but a few were willing to wait so as to give everyone an equal chance.

No sooner had Schlesingerville been left than the rain came down in a perfect torrent. What ordinarily would be considered good roads was just a path of water. But never once did the motorcycle falter. Up and down hill, through water and mud, they followed the pilot car and at times I would look back out of the rear curtain and wonder how they could possibly stay in their saddles. Every now and then a rider would begin to skid and his machine would slip out from under him, but in a moment he would be remounted and back on, and by the time the stretch of macadam road between Menomonee Falls and the city had been reached, there was at least twenty-five riders easily visible from the rear of the pilot car.

Worst Roads at End.

All during this time a heavy rain had fallen and when the last mile of the old Fond du Lac road was reached, which had acted as the first lap of the Vanderbilt cup in this course, the worst road of the trip was encountered, and the riders endangered their lives time and time again by coming through mud and water in between dozens of home-bound autos who were skidding far more than the motorcycles. When Thirty-fourth and Fond du Lac was reached, which served as the checking place of the tour, a crowd soon gathered to watch the motorists come in, and I am free to admit that the sight of seeing a motorcycle come through the sea of mud, was far more exciting and thrilling than to see them making seventy or eighty miles an hour on a saucer track. When they finally did pull up to the official car for checking in, there was no complaining. In fact, most of them seemed to enjoy the sport, and when the final checking was done, there was no doubt in my mind as to the possibility of a motorcycle nor as to the gameness of the riders in last Sunday's run.

Appendix G
Excerpt from the August 1914 Issue of
The Harley Davidson Dealer

Win Bulk Of The F.A.M. Honors

Everything In Veterans' Division

Take A Look At List Of The
Harley-Davidson Prizes

Charles Weatherhead . . . 1,000 Gold Medal
Verne Yoder . . . 1,000 Gold Medal
C. V. Johnson . . . 1,000 Gold Medal
Paul Hanke . . . 1,000 Gold Medal
Herbert Meyers . . . 1,000 Gold Medal
H. T. Roberts . . . 1,000 Gold Medal
Gordon Doyle . . . 1,000 Gold Medal
Frank Ollerman . . . 1,000 Gold Medal
Lacy Crolus . . . 1,000 Gold Medal
W. E. Phillips, with wife and son—
Winner of Sidecar Cup

The bulk of the honors went to Harley-Davidson riders in the F. A. M. endurance contest from Chicago to St. Louis. Of the 30 perfect scores and gold medals nine went to Harley-Davidson riders, making it necessary for the rest to divide up what was left.

Everyone of the four riders who finished in the veterans' division was on a Harley-Davidson two-speed twin. What do you know about that—not even one lone veteran on a motorcycle of another make was able to reach St. Louis?

Charles Weatherhead, of Elkhart, Indiana; H. T. (Heinie) Roberts, of Chicago, and Frank Ollerman and Lacy Crolus, of Milwaukee, constituted the quartet of veterans who finished—all with perfect scores. Mr. Crolus won the Roberts trophy, a beautiful sterling silver cup for the most consistent performance in the run. The *Motorcycle Illustrated* trophy for the next most consistent rider in that division was won by Frank Ollerman.

Great praise is due, of course, both to Mr. Crolus and to Mr. Ollerman for their consistent riding, but we cannot pass by the opportunity to remark a few remarks about Charlie Weatherhead and Heinie Roberts. Most of you know Weatherhead and Roberts as well as you do Crolus and Ollerman.

Because there are some of you who have not had the pleasure of meeting these big fellows we just have to call attention again to the fact that Weatherhead is the heaviest endurance rider in the United States, weighing 268 pounds, and that Roberts is not far behind him in weight and is not behind him at all when it comes to riding ability.

Heinie Roberts it was who conceived the idea of having a veterans' division.



Weatherhead, Roberts, Ollerman And Crolus—Only Perfect Score Veterans

Heinie Roberts it was who put up the Roberts trophy for the most consistent performance in that division. Heinie Rob-

erts it was who, with a few suggestions from alleged friends, picked out the course from Chicago to St. Louis. And then Heinie went out and rode that course himself.

To appreciate this you must know that Heinie is a traveling man who does some tall traveling in the course of a year. His territory is North America. He rides nearly every night in a sleeping car and is up with the early birds, wearing a pleasant smile and ready to demonstrate the advantages of the Troxel saddle and the other lines which he represents. And all the while Heinie is demonstrating, incidentally, that he is made of the right kind of stuff.

What Walter Davidson said of Heinie's riding ability would make him blush forevermore so we kindly refrain. Walter Davidson and Heinie Roberts were great endurance riders back in the days before clutches were even dreamed of. Both of them have been so busy in recent years that it has been impossible for them to keep hardened up for endurance contests. Walter Davidson took a spill, that put him out before he reached the check at Belleville the last check outside of St. Louis—which filled his eyes up so full of dirt and gravel that his friends thought



One Of The Three Cups

THE HARLEY - DAVIDSON DEALER

the dirt and gravel had attached themselves to him permanently.

"You should have seen Heinie Roberts ride," were the first words of Walter Davidson when he reached St. Louis. His eyes were so full of dirt then that he could not be expected to take notice of anything. But he could not get over talking about the wonderful riding of that man Roberts, and when it was mentioned to Roberts, what do you suppose he said?

"Huh, I would have quit at Vincennes had it not been for the fact that I picked the route and thought it up to me to go through." What do you know about that for modesty?

We have said so much about the wonderful performance of the Harley-Davidson riders in winning all of the honors in the veterans' division that we have slighted

somewhat the wonderful performance of the other Harley-Davidson riders in the other divisions. Verne Yoder, of Elkhart, Indiana, and a great friend of Weatherhead, C. V. Johnson and Paul Hanke, of Chicago; Herbert Meyers, of Cleveland; and Gordon Doyle, of Milwaukee, were the other perfect score men on Harley-Davidsons.

We had heard a great deal about Herbert Meyers as a result of his many victories in and around Cleveland in endurance contests and hill climbs. When we met in St. Louis we found him the same sort of a modest chap that the best motorcycle riders invariably are.

"Meyers is about as noisy as Paul Hanke," some one remarked with a grin, and all of you know Paul Hanke can appreciate the joke. He is so quiet he

can make a clam feel that it is talking too much.

Just to round out the Harley-Davidson victory W. E. Phillips, of Chicago, won the sidecar cup for arriving at St. Louis with a woman passenger, traveling the greatest distance. Mrs. Phillips and their little son, a year and a half old, were the sidecar passengers.

The little fellow got a "tummy ache" at Salem as the result of eating the pulp of an orange. Water was scarce in that part of the country and Mrs. Phillips gave the youngster an orange to suck to quench his thirst. He made a good job of it and a doctor was necessary.

The next day Mr. and Mrs. Phillips and Master Phillips came in triumphantly and were awarded the silver trophy by the F. A. M. competition committee.

Appendix H
Certificate of Appreciation from the Greenland Amateur Radio Club

